

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
366	Environment	The UK Government has a legal obligation to reduce carbon emissions by 78% by 2035 and transport is about a fifth of the UK's carbon emissions with road transport making up the largest source of transport emissions. Road traffic must reduce to meet climate targets.	<p>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.</p> <p>National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.</p> <p>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.</p>	No
367	Environment	We have a climate emergency. Road building is high carbon and generates traffic. The money should be used to reduce carbon use	National Highways has carefully considered alternatives to the scheme during the refinement of the proposed design and through the options identification and appraisal process, including alternative modes of transport. The alternative options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	No
368	Environment	Concern regarding the removal of trees and the carbon impact of scheme.	<p>National Highways acknowledges your comments on the effect of the scheme on climate change. Environmental Statement Chapter 14 Climate (Document Reference 6.2) contains an assessment of the impacts of the scheme. The climate assessment considered impacts over a 60-year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). In all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.</p> <p>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).</p> <p>National Highways has developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation, as well as new water channels and ponds. All new planting would use native species that reflect the species composition of those habitats lost to the construction of the scheme and those of greatest wildlife benefit. National Highways has prepared an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) that details the proposed mitigation and enhancement measures. This document also details management and monitoring protocols for all habitat creation areas to ensure the successful establishment and long term viability of the habitats created.</p> <p>Ancient woodland is considered to be irreplaceable habitat and as such the scheme has been designed to avoid direct impacts on ancient woodland. Any potential indirect impacts on ancient woodland, for example through increased nitrogen deposition, have been considered within the Environmental Statement (Document Reference 6.2) submitted as part of the DCO application.</p>	No
369	Environment	How can this proposal be justified within the current climate change environment? It will have a negative impact on climate change and UK net zero commitments.	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.	No

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			<p>National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.</p> <p>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.</p>	
370	Environment	Combined with the environmental issues of noise and light pollution and disrupted habitats, the scheme does not consider in any depth these effects nor offers any mitigation of substance.	<p>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.</p> <p>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).</p>	No
371	Environment	Concerned about the overall environmental impact.	<p>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.</p> <p>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).</p>	Yes
372	Environment	Concern regarding the environment.	<p>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.</p> <p>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).</p>	Yes
373	Environment	Concerned about the environmental impact of the scheme.	<p>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.</p> <p>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).</p>	Yes
374	Environment	Concern regarding the impact on wildlife and the environment.	<p>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.</p> <p>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).</p>	Yes
375	Environment	Concern regarding the overall impact on the environment.	<p>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</p>	Yes



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			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).	
376	Environment	Concern regarding the impact on the environment and community.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).  National Highways 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).	Yes
377	Environment	Concern regarding overall environmental impact and destroying the rural feel of the area.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).  National Highways 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.	Yes
378	Environment	Concern regarding the overall environmental impact of the scheme.	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).	Yes
379	Environment	Concern regarding the impact on the environment, wildlife and 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).	Yes
380	Environment	Concern regarding the impact on the environment and 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).	Yes

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381	Environment	Feels the environmental impact would be irresponsible.	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).	Yes
382	Environment	Concern regarding the impact on the environment.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	Yes
383	Environment	Feels the scheme will have catastrophic environmental impacts.	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).	Yes
384	Environment	Feels that there is a high environmental cost.	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).	Yes
385	Environment	Very concerned about the overall damage to the environment/countryside... we do not need yet more roads etc.	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).	Yes
386	Environment	Concern for 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).	Yes
387	Environment	Objects to the environmental impact of the development.	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).	Yes



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388	Environment	Feels there will be environmental costs.	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).	Yes
389	Environment	Concern regarding the impact on the environment and feels the destruction required for the proposed changes is out of line with modern attitude to looking after environment and ecosystems.	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).	Yes
390	Environment	The current proposal will cause permanent environmental destruction – loss of woodland & wildlife, damage to our countryside and negative impact on climate change & UK government's net zero commitments. No mitigation will ever be enough - much better to cancel the project.	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).	Yes
391	Environment	Feels that a solution which is more environmentally friendly is required.	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).	Yes
392	Environment	Feels that the design is destructive to the local environment.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	Yes
393	Environment	Against the proposals due to the impact on the environment and pressurised 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).	Yes
394	Environment	Concern regarding the overall environmental effects of the scheme.	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).	Yes

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396	Environment	Objection due to irreversible environmental impacts.	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).	Yes
397	Environment	Objects to 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).	Yes
398	Environment	Concerned about the overall environmental effects.	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).	Yes
399	Environment	Objection due to 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).	Yes
400	Environment	Objects to the irreversible environmental damage.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	Yes
401	Environment	Concern regarding the environmental effect of the development.	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).	Yes



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402	Environment	Concerned about the impacts on the environment and nature.	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).	Yes
403	Environment	Feels that the development will cause significant and unwarranted damage to the local environment and eco-system.	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).	Yes
404	Environment	Feels the scale of is too large.	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).	Yes
405	Environment	Concerned about the overall environmental impact of the scheme and destruction of 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).	Yes
406	Environment	Concern regarding the environmental effects.	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).	Yes
407	Environment	Concerned about the environmental, natural and cultural impacts.	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).	Yes
408	Environment	Concern regarding irreversible environmental damage.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	Yes

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409	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).	Yes
410	Environment	States the scheme does not consider and mitigate against the environmental issues of noise and light pollution and disrupted habitats, the scheme does not consider in any depth these effects nor offers any mitigation of substance.	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).	Yes
411	Environment	Concerned about overall environmental effects such as litter, noise, fumes and pollution.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).  The effects of the scheme on noise and air quality is reported within Environmental Statement Chapter 11 Noise and vibration and Chapter 5 Air quality (Document Reference 6.2).	Yes
412	Environment	Considers the short term and longer-term environmental impacts of the proposed scheme to be negative.	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).	Yes
413	Environment	Considers the damage the scheme will cause to the environment, wildlife and communities totally unacceptable.	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 effects of the scheme on wildlife and communities is reported within Environmental Statement Chapter 8 Biodiversity and Chapter 12 Population and human health (Document Reference 6.2).	Yes
414	Environment	Concern regarding the irreversible harm to the environment.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	Yes
415	Environment	Considers the scheme is green washing and will not provide any environmental benefits.	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	Yes

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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).	
416	Environment	Concern raised that the scheme will detrimentally impact the local environment.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	Yes
417	Environment	Concerned over environment pollution impacts from vehicles, noise impacts, prevention of species to breed and cross the road.	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 effects of the scheme on air quality, noise and species is reported within Environmental Statement Chapter 5 Air quality, Chapter 11 Noise and vibration and Chapter 8 Biodiversity (Document Reference 6.2).	Yes
418	Environment	Concern the construction and operation of the new road will cause irreparable damage to the environment and its tranquillity.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).  National Highways 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.	Yes
419	Environment	States the scheme will cause environmental issues of noise and light pollution and disrupted habitats, and it does not consider the effects nor offers any mitigation of substance.	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).  Bunds for visual and acoustic purposes have been proposed where they will mitigate significant impacts, without giving rise to significant secondary impacts on other environmental receptors. The location of visual and acoustic bunds and barriers are shown on Environmental Statement (ES) Figure 7.8 Environmental Masterplan (Document Reference 6.3).  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	Yes

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.</p> <p>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.</p>	
420	Environment	States the scheme should not happen due to the need for the environment to be protected and the need to reduce pollution.	<p>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.</p> <p>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).</p>	Yes
421	Environment	Considers the scheme will cause a lot of harm to the environment, wildlife and communities.	<p>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.</p> <p>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).</p> <p>The effects of the scheme on wildlife and communities is reported within Environmental Statement Chapter 8 Biodiversity and Chapter 12 Population and human health (Document Reference 6.2).</p>	Yes
422	Environment	Concern regarding destruction of countryside and environmental impact.	<p>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.</p> <p>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).</p>	Yes
423	Environment	Considers scheme environmentally and physically damaging to the country and therefore suggests it is abandoned.	<p>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.</p> <p>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).</p>	Yes



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
424	Environment	Concern regarding the blanket destruction and concreting of huge swathes of woodland, hedgerows and farmland to create organized areas of tarmac, concrete and non native plants.	<p>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.</p> <p>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).</p> <p>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).</p> <p>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).</p> <p>National Highways has developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation, as well as new water channels and ponds. All new planting would use native species that reflect the species composition of those habitats lost to the construction of the scheme and those of greatest wildlife benefit. National Highways has prepared an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) that details the proposed mitigation and enhancement measures. This document also details management and monitoring protocols for all habitat creation areas to ensure the successful establishment and long term viability of the habitats created.</p> <p>Ancient woodland is considered to be irreplaceable habitat and as such the scheme has been designed to avoid direct impacts on ancient woodland. Any potential indirect impacts on ancient woodland, for example through increased nitrogen deposition, have been considered within the Environmental Statement (Document Reference 6.2) submitted as part of the DCO application.</p>	Yes
425	Environment	Concern regarding environmental pollution.	<p>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.</p> <p>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).</p>	Yes
426	Environment	Concern regarding environmental damage to the countryside.	<p>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.</p> <p>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).</p>	Yes
427	Environment	Concern regarding irreversible disruption to the environment and ecology.	<p>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.</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and</p>	Yes

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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).	
428	Environment	Concern regarding environmental damage.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	Yes
429	Environment	Concern about the impact on the countryside and environment.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	Yes
430	Environment	Feels we should be protecting the environment and concerned about the impact of the development for future generations.	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
431	Environment	Concern for the impact on the local environment.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
432	Environment	Feels the scheme will have a significant 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).	No
433	Environment	Concern that the provision of a dual carriageway and widening of local roads will lead to the destruction of the countryside, wildlife, lanes and villages	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
434	Environment	Considers a large proportion of the scheme to have a negative environmental impact and little benefit.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and	No



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			then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	
435	Environment	Concern the scheme results in increase local journey which will increase emissions and harm the environment.	<p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Environmental Statement Chapter 14 Climate (Document Reference 6.2) contains an assessment of the impacts of the scheme. The climate assessment considered impacts over a 60-year period and compared emissions against the United Kingdom 4th Carbon Budget (construction emissions) and the 5th and 6th Carbon budgets (for operation). In all cases the emissions calculated demonstrated no impact on the ability of the United Kingdom Government to meet these carbon budgets, and no significant effect on climate.</p> <p>The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). Overall, the scheme is considered to have a beneficial impact on local air quality due to the reductions in Nitrogen Dioxide (NO2) concentrations within the Air Quality Management Area at Henlade.</p>	No
436	Environment	Objects to the proposed expansion on environmental grounds. Thinks that improvements could be made to the scheme that would be much more sympathetic to the local countryside and and local people.	<p>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.</p> <p>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).</p>	No
437	Environment	Feels that mitigation suggestions are greenwashing and will not replicate what has been taken away.	<p>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.</p> <p>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).</p>	No
438	Environment	Feels that the scheme will be destructive to animals.	<p>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</p>	No

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>residents and other road users.</p> <p>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).</p> <p>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).</p> <p>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.</p>	
439	Environment	Against the proposals due to the impact on wildlife.	<p>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.</p> <p>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).</p> <p>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).</p> <p>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.</p>	No
440	Environment	Concern regarding impacts on wildlife and habitats.	<p>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.</p> <p>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).</p>	No

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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).</p> <p>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.</p>	
441	Environment	Feels the environmental impact of the scheme has been ignored and it will destroy valuable woodlands.	<p>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.</p> <p>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).</p> <p>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).</p> <p>National Highways has developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation, as well as new water channels and ponds. All new planting would use native species that reflect the species composition of those habitats lost to the construction of the scheme and those of greatest wildlife benefit. National Highways has prepared an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) that details the proposed mitigation and enhancement measures. This document also details management and monitoring protocols for all habitat creation areas to ensure the successful establishment and long term viability of the habitats created.</p> <p>Ancient woodland is considered to be irreplaceable habitat and as such the scheme has been designed to avoid direct impacts on ancient woodland. Any potential indirect impacts on ancient woodland, for example through increased nitrogen deposition, have been considered within the Environmental Statement (Document Reference 6.2) submitted as part of the DCO application.</p>	No
442	Environment	Concern regarding impacts on wildlife.	<p>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.</p> <p>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).</p> <p>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</p>	No

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2).</p> <p>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.</p>	
443	Environment	Concern regarding the environmental effects of the scheme- the number of trees and hedgerows that will be destroyed if this goes ahead.	<p>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.</p> <p>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).</p> <p>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).</p> <p>National Highways has developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation, as well as new water channels and ponds. All new planting would use native species that reflect the species composition of those habitats lost to the construction of the scheme and those of greatest wildlife benefit. National Highways has prepared an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) that details the proposed mitigation and enhancement measures. This document also details management and monitoring protocols for all habitat creation areas to ensure the successful establishment and long term viability of the habitats created.</p> <p>Ancient woodland is considered to be irreplaceable habitat and as such the scheme has been designed to avoid direct impacts on ancient woodland. Any potential indirect impacts on ancient woodland, for example through increased nitrogen deposition, have been considered within the Environmental Statement (Document Reference 6.2) submitted as part of the DCO application.</p>	No
444	Environment	Concern regarding the impact on wildlife- huge communities of rabbits, bats, buzzards, squirrels, hedgehogs etc all of which will lose their habitat.	<p>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.</p> <p>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).</p> <p>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).</p> <p>Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction.</p>	No

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			<p>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.</p>	
445	Environment	Concern regarding the impact on wildlife and habitats.	<p>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.</p> <p>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).</p> <p>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).</p> <p>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.</p>	No
446	Environment	Concern regarding the environmental impact on wildlife.	<p>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.</p> <p>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).</p> <p>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).</p> <p>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</p>	No

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	
447	Environment	Considers the loss of green spaces to allow this monstrosity further increases its environmental impact.	<p>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.</p> <p>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).</p>	No
448	Environment	Concerned about the impact on wildlife.	<p>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.</p> <p>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).</p> <p>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).</p> <p>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.</p>	No
449	Environment	Concern regarding the impact on wildlife.	<p>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.</p> <p>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).</p> <p>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).</p> <p>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</p>	No

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			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.	
450	Environment	Feels that the scheme will ruin the countryside.	<p>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.</p> <p>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).</p>	No
451	Environment	Concerned about the impact of the countryside and woodland, and feels that the scheme could improve instead of destroy.	<p>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.</p> <p>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).</p>	No
452	Environment	Feels plan should be stopped as our countryside and natural habitats are disappearing at an alarming rate.	<p>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.</p> <p>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).</p> <p>National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.</p> <p>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.</p>	No
453	Environment	Feels the damage to wildlife and the environment will be irreversible.	<p>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.</p> <p>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).</p> <p>The proposals have been informed by extensive ecological surveys which have fed into the Environmental</p>	No

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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).</p> <p>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.</p>	
454	Environment	Feels that there must be a better solution rather than destroying the countryside.	<p>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.</p> <p>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).</p>	No
455	Environment	Once this is built there is no going back and this glorious countryside will be lost forever.	<p>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.</p> <p>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).</p>	No
456	Environment	Concern regarding the impacts on wildlife.	<p>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.</p> <p>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).</p> <p>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).</p> <p>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</p>	No



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	
457	Environment	Concern regarding the overall environmental impact and loss of rural area.	<p>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.</p> <p>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).</p>	No
458	Environment	Disagrees with the scheme as states the natural environment and biodiversity need to be saved and protected and not destroyed.	<p>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.</p> <p>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).</p> <p>The assessment of effects on habitats and species is reported within the Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2).</p>	No
459	Environment	Considers the scheme is ripping up the countryside for the sake of making money.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	No
460	Environment	Concerned about the impact on habitats and wildlife such as deer, woodpeckers, jays, linnets and sparrows.	<p>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.</p> <p>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).</p> <p>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).</p>	No

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			<p>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.</p>	
461	Environment	The destruction of wild life habitats is a crime. Somerset is a county of rare and endangered species and unique landscapes.	<p>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.</p> <p>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).</p> <p>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).</p> <p>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.</p>	No
462	Environment	Concern regarding impact on wildlife and habitats.	<p>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.</p> <p>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).</p> <p>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).</p> <p>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</p>	No

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
463	Environment	The development destroys too much of the country side, leaving less farming land, adding more concrete and ripping through areas of rich bio diversity	<p>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.</p> <p>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).</p> <p>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).</p>	No
464	Environment	Concern regarding destruction of wildlife habitats.	<p>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.</p> <p>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).</p> <p>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).</p> <p>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.</p>	No
465	Environment	The tree planting on our property should be completed prior to commencement of the works to allow time for trees to grow before scheme complete. Maturer trees to be planted.	Where planting is located outside of the land required for construction of the scheme, it would be implemented from the first opportunity following DCO consent, within the appropriate season. Planting will comprise a mix of ages, to provide a varied structure within woodland areas. In locations where the primary function is for visual screening, mature specimens would be planted to provide more immediate benefits.	No
466	Environment	The scheme proposed is antithetical to the Government's environment strategy.	National Highways Environmental Strategy is to invest for the long-term and capture the vision for the environment which is "a strategic road network working more harmoniously with its surroundings to deliver an improved environment". The potential for environmental benefits are identified within the Environmental Statement (Document Reference 6.2), for instance the benefits on air quality on the Air Quality Management Area (AQMA) in Henlade, outlined in Chapter 5 Air quality (Document Reference 6.2).	No

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467	Environmental Mitigation	Considers bridleways do not require any ecological or environmental mitigations as they do not require a solid surface and do not damage the ecology, woodland or biodiversity along a route. States bridleways can help with wildlife as they provide an open corridor for some larger species. Suggests using a rubber crump where porous, soft surface is needed	As a general principle, the proposed public rights of way have been designed to avoid impacts to ecological receptors by avoiding root protection areas of woodland and veteran/notable trees, which would be impacted through the installation of soft/hard surfacing or soil compaction (where surfacing is not required) and minimising the requirement for vegetation clearance, particularly in areas of habitat of high value to protected species, such as hedgerows and scrub. This approach has avoided the need for environmental mitigation specific to public rights of way. Across the scheme, public rights of way would only be surfaced where they cater for cyclists moving between on-carriageway connections. Most paths would, therefore, be unsurfaced but flexible permeable pavement or rubber crumb could be considered where appropriate during detailed design.	N/A
468	Walking, Cycling and Horse-riders	Considers a dedicated bridleways is less onerous on the environmental demands. Considers providing hedgerows offers an excellent opportunity to put a bridleway alongside which will not require an unnatural surface.	Hedgerow improvements are proposed across the scheme, including alongside new and extant paths. The hedgerows enhance the landscape and aid wayfinding for users.	N/A
469	Jordans Bridge	States is unclear of the purpose of Jordans bridge since it doesn't appear to help anyone other than farmers. States for those walking from Ilminster to Horton and beyond have to cross the A303, as there is no footpath on the eastern side of the roundabout, the crossing has to be made on the west. States pedestrians have to negotiate two lanes of fast-moving traffic either side of the refuge. Suggests providing an elevated crossing or a pedestrian crossing with lights.	As an outcome of consultation, a new overbridge at Jordans would connect Broadway Street and the old A358 at Horton Cross with Cad Road. The overbridge would be classified as a restricted byway, shared use with the landowner and very lightly trafficked. There would be no public motor traffic using the overbridge. The overbridge would be midway between Ashill junction and Southfields roundabout and mitigate the impact of footpath crossings between these two locations. It also caters for cyclists currently using Broadway Street/Cad Road and horse-riders using Thickthorn Lane.  The existing shared use path at Southfields roundabout would be widened and a signal controlled crossing provided on the A358 (west) near to the services access. A crossing of the A303 (south) is outside of the scope of the scheme. This road is not being altered by the scheme and the traffic volume using this road will slightly decrease as a consequence of the scheme. A crossing for this road at this location would be a stand-alone scheme and would be prioritised against needs of the wider National Highways network. National Highways will continue to work to monitor this location and identify priorities for any potential future funding opportunities, if appropriate.	No
470	Jordans Bridge	Supports Jordan's Bridge as a restricted byway.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A
471	Jordans Bridge	The revised proposal includes a bridge at Jordans which will provide a crossing point for WCH, which will improve links between the villages of Horton, Broadway and Ilton. Considered vehicular traffic will still be required to take a circuitous route via Southfields and Ashill to get to Ilton for the employment sites.	The propose Broadway Street link and its connection to Ashill Road provides a link between communities to the south-west of the A358 (such as Horton/Broadway) and communities to the east (Ilton) without entering the A358 via Southfields roundabout.	No
472	Land ownership	Queries why a chunk of land has been taken from agricultural land to the west of Stoke Road, south of Henlade close and including the access to Henlade Close. Queries if there is a reason for this and suggests that if not it should be relinquished.	This location is within the scheme boundary to enable utility works to a water main. The land is to be acquired temporarily for the duration of the works. National Highways have spoken with the impacted landowner and statutory utility company.  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
473	Landscape and visual impacts	Concerned about the environmental effects of the scheme including the impact on wildlife and loss of habitats.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.  The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2).	N/A

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			<p>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).</p> <p>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.</p>	
474	Landscape and visual impacts	Questions what the elevation of Spekeswood Cottage is	Spekeswood Cottage is outside of the scheme boundary with woodland improvement works proposed in the land nearby. There are no engineering works in the vicinity of the property.	No
475	Landscape and visual impacts	Feels Somerset will end up with a permanent eyesore across the county which will merely provide a slightly quicker transportation to the same, or worse, traffic congestion at Junction 25.	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
476	Landscape and visual impacts	Objects to the project going ahead and is concerned about the impact on 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).	No
477	Landscape and visual impacts	Feels that it will be an unnecessary concrete monstrosity cutting through the beautiful countryside of Somerset bringing nothing but financial gain to giant corporations changing our rural environment forever.	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
478	Landscape and visual impacts	Concern regarding the impact 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

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479	Landscape and visual impacts	Feels the development will do irreversible harm to the local 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).	No
480	Landscape and visual impacts	Concern regarding the visual impacts on 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).	No
481	Landscape and visual impacts	Concern regarding visual impact.	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
482	Landscape and visual impacts	Considers road is destroying the rural feel of the area.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	No
483	Landscape and visual impacts	Concerned the scheme will create visual and noise pollution from local properties and destroy the rural landscape.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses 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 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.	No



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			<p>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).</p> <p>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.</p>	
484	Landscape and visual impacts	Feels that Mattock's Tree Green is an eyesore.	<p>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).</p> <p>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.</p> <p>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.</p> <p>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.</p>	No
485	Landscape and visual impacts	Considers the scheme design over engineered, with the appearance of a motorway cutting through the countryside. Consider Mattock's Tree Green an eyesore with significant environmental damage.	<p>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).</p>	No

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			<p>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.</p> <p>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.</p> <p>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.</p>	
486	Landscape and visual impacts	Concerned about the impact on land and loss of agricultural land in the area.	<p>The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use.</p> <p>A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2).</p> <p>National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided.</p> <p>The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).</p>	No
487	Landscape and visual impacts	Feels the scale of of development is too large.	The proposed junctions only use land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise footprint have been explored throughout the design process, where appropriate land will be returned to agriculture.	No
488	Landscape and visual impacts	Questions what the elevation of the highest point of the A358 development at Ashill Junction and the location of this point	Through the Ashill junction, the proposed A358 mainline is designed to be at the current ground level. The proposed Ashill Road Overbridge is approximately 10m above existing ground level to provide both appropriate clearance over the A358 and also to tie into the existing ground either side of the structure for the proposed Stewley Link and Broadway Street Link. Note the existing topography slopes downhill west to east from Broadway Street link, the proposed A358 mainline and Stewley link.	No

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Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
489	Mattock's Tree Green eastern roundabout, Ash Road and West Hatch Lane	New West Hatch Lane connection further encourages rat runs, the environmental impact of mass of roads with new a358 and village road to Hatch Beauchamp; therefore the connection extension should not go ahead.	<p>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.</p> <p>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.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.</p> <p>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.</p> <p>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).</p>	No
490	Mattock's Tree Green eastern roundabout, Ash Road and West Hatch Lane	Higher West Hatch to Mattocks Tree Junction (Thornfalcon) is a long way around and leads to very very narrow roads which are already easily blocked.	<p>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.</p> <p>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.</p> <p>There is no significant change in traffic forecast along higher West Hatch lane as a result of the scheme.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
491	Mattock's Tree Green eastern roundabout, Ash Road and West Hatch Lane	Feels there will be increased traffic along Ash Road.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>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.</p> <p>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.</p> <p>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</p>	N/A

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			<p>Road as an alternative route between the A358 and Taunton.</p> <p>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).</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
492	New signalised junction including a pedestrian and cyclist crossing on the A358 (west) close to Southfields roundabout	Considers that once WCH users cross the A358 south, heading towards Ilminster, there is no proposed safe crossing over the A303 westbound and without an additional crossing of the A303 westbound to aid access to Ilminster, the purpose of a safe crossing point for WCH on the A358 south is questionable. Considers the proposal to create a safe cycle route all the way from Ilminster, completely fails at this point.	<p>The scheme would increase the number of lanes on the approach to Southfields roundabout on the A358 (west) and as a result the junction at Ilminster services is proposed to be signal controlled. National Highways consider it appropriate for a signal controlled crossing of the A358 (west) to be incorporate into this junction to enable a safe crossing for walkers and cyclists.</p> <p>A crossing of the A303 (south) is outside of the scope of the scheme. This road is not being altered by the scheme and the traffic volume using this road will slightly decrease as a consequence of the scheme. A crossing for this road at this location would be a stand-alone scheme and would be prioritised against needs of the wider National Highways network. National Highways will continue to work to monitor this location and identify priorities for any potential future funding opportunities, if appropriate.</p>	No
493	Nexus 25 signalised junction	Feels that the vast majority of the scheme at the Nexus junction remains wildly over complicated and will have significant impacts on local communities and wildlife. Requests that the HA reconsider the scheme and propose an alternative that achieves the aims with minimal impact on local communities and wildlife.	<p>National Highways acknowledge note your concern over the level of environmental impact potentially arising from the scheme.</p> <p>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.</p> <p>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).</p> <p>The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and Human Health (Document Reference 6.2) submitted within the DCO application.</p> <p>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.</p> <p>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.</p> <p>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).</p>	No
494	Nexus 25 signalised junction	Considers it a waste of money to replace the newly built Nexus Junction Roundabout.	<p>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.</p> <p>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</p>	No

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			<p>time.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 <u>Combined Modelling and Appraisal Report (Document Reference 7.4)</u>.</p>	
495	Nexus 25 signalised junction	Notes it has been stated through previous consultations that the A358 upgrade and J25 upgrade must be co-ordinated and concerned that the new junction design evidences that this has been ignored.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	No

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			<p>crossing is incorporated into the timings and has no significant effect on the time given to vehicle traffic.</p> <p>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.</p> <p>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).</p>	
496	Nexus 25 signalised junction	Queries what amount of tax payers money has been spent on the Nexus roundabout.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	No
497	Nexus 25 signalised junction	A better solution is needed for all road users at this junction to make it safe.	<p>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.</p>	No

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498	Nexus 25 signalised junction	Concerned about the £18million already spent on the Nexus 25 roundabout and would like to see it incorporated in to the overall plan, rather than replaced.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	No

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499	Nexus 25 signalised junction	States overall scheme is well designed, however disagrees with the Nexus 25 junction as considers it is not needed along with J25 and reduces attractiveness compared to the A303	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	No



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
500	Nexus 25 signalised junction	States the nexus roundabout should remain but be made to be able to take more capacity. States if you put traffic lights it will create a bottleneck from the M5 and entrance from Ilminster	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	No
501	Nexus 25 signalised junction	In relation to Nexus 25, queries if any heed has been taken of the likely increase in housebuilding in the Ruishton/Creech St Michael area and the resultant impact on traffic flow.	<p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. The modelling work undertaken is in line with TAG (Transport Appraisal Guidance) as published by the DfT on the gov.uk website, and is independently assured by specialists. Decisions on what to include in the modelling and what data is used to build up a picture of the existing use of the network is discussed with stakeholders and the technical assurers.</p> <p>The methodology and results of the traffic modelling, including any park and ride or development assumptions, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
502	Nexus 25 signalised junction	Concerned there is no mention of access to the Taunton Gateway Park & Ride from this junction for traffic approaching from the East. Notes it is essential that this is easily attained to maintain and improve use of the park and ride. As per current plans the P&R can only be accessed by continuing to the M5 J25 and doing a circuit to head back eastwards, adding unnecessary congestion, or, by continuing to use the A358 via Henlade, negating the value of the new road.	<p>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.</p> <p>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.</p>	N/A

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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 Taunton Gateway Park and Ride access arrangements from the M5 junction 25 roundabout and it would add more pressure to the Nexus 25 junction.	
503	Nexus 25 signalised junction	Supports the fact that the signalised junction allows control of the M5 junction with the signalised nexus junction. Concern that there was no control over traffic leaving the M5 junction approaching the Nexus roundabout and states as the two signals are to be controlled together there should be better control. Considers there will be a delay at Nexus junction caused by incorporation of pedestrian phasing of the lights	<p>New signal junctions are typically designed to work on a vehicle-actuated system, where detectors inform a control system to prioritise movements that have more traffic or not call roads that have no traffic. These systems help to minimise the delay experienced at signalised junctions.</p> <p>The scheme is currently at the preliminary design stage so we cannot confirm what type of system this junction will use, and it will likely be linked with M5 junction 25 and the Taunton Gateway Park and Ride signals which may constrain how much the control system can optimise the signals and/or change how the control system is set up.</p> <p>Traffic signals provide the most optimal solution in this case given the balance of traffic flows at the junction and the engineering constraints on the design.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
504	Nexus 25 signalised junction	Requests to move the Nexus 25 Junction further away from the M5 to account for queue lengths.	<p>New signal junctions are typically designed to work on a vehicle-actuated system, where detectors inform a control system to prioritise movements that have more traffic or not call roads that have no traffic. These systems help to minimise the delay experienced at signalised junctions.</p> <p>The scheme is currently at the preliminary design stage so we cannot confirm what type of system this junction will use, and it will likely be linked with M5 junction 25 and the Taunton Gateway Park and Ride signals which may constrain how much the control system can optimise the signals and/or change how the control system is set up.</p> <p>Traffic signals provide the most optimal solution in this case given the balance of traffic flows at the junction and the engineering constraints on the design.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
505	Nexus 25 signalised junction	States there will need to be a very high and long bridge to allow pedestrian traffic generated from the Park and Ride and the Nexus site who are wanting to access the existing Blackbrook business park. Suggests spanning over each side of the circulatory carriageway and under the existing motorway bridges. Considers all four areas of Blackbrook business park, Hankridge Farm, Nexus and the Park and Ride could be interconnected.	<p>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.</p> <p>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.</p> <p>Foot/cycle overbridges including ramps would be challenging to accommodate without significant land take, visual impact and environmental impact.</p> <p>The pedestrian and cyclist facilities at M5 junction 25 are 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.</p>	No
506	Nexus 25 signalised junction	Supports a signalised crossing at Nexus as considers it will be beneficial to all road users and will protect non-motorised users causing less interruption to traffic flow on the A358. Consideration needs to be given to walkers cyclists and horse riders coming from Ruishton southwards through the new signalised crossing and through Old Broach Lane to Haydon as to how they will access the signalised junction. Questions if there will be a path across the south end of the Ruishton road to reach the NW point of this junction.	<p>The dedicated off-carriageway tracks for pedestrians and cyclists through M5 junction 25, the Nexus 25 junction and the Taunton Gateway Park and Ride junction would be maintained. The signal control at the Nexus 25 junction would include a crossing of the Taunton Gateway Park and Ride arm, i.e, from north-west to north-east.</p> <p>The scheme crossings at the Nexus 25 junction would cater for pedestrians and cyclists but not horse-riders due to a lack of brideways in this location. The interface between the junction and path to Oldbroach Lane would not be safe for horse-riders and the status of footpath is considered appropriate.</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
507	Nexus 25 signalised junction	Considers the fact that the crossings are semi-urban at nexus have been disregarded. States the means that crossing times for WCH and disabled users have not been considered.	<p>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.</p> <p>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.</p>	N/A
508	Noise and vibration	The roundabout at Mattocks Tree Green junction should not be any higher than the existing road to avoid noise pollution.	The predicted noise impacts and effects are shown graphically on Environmental Statement Figures 11.2, 11.3, 11.4 and 11.5 (Document Reference 6.3) and are reported in Chapter 11 Noise and vibration (Document Reference 6.2) and Appendix 11.5 Predicted operational noise levels, of the Environmental Statement (Document Reference 6.4). A detailed three-dimensional computer noise model has been built to predict the spread of noise from the scheme, and changes due to changed traffic on local roads. At the Mattocks Tree Green junction, the main A358 will pass in a cutting underneath Mattocks Tree Green junction link (Document Reference 2.5a, General Arrangement Plans). This design will reduce the spread of noise from the new mainline A358. Traffic flows and speeds on the slip roads and roundabouts will be lower and therefore contribute less to noise impacts.	N/A
509	Noise and vibration	The current noise pollution is incredibly high and also needs addressing for the residents near by. If the scheme does go ahead, the mitigation needed would be; soundproofing for all residents affected, ecosystem rebuilding and traffic calming/increased safety measures of local routes.	<p>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).</p> <p>Where individual residential properties are still predicted to be exposed to noise increases above the thresholds set out in the Noise Insulation Regulations 1975, they may qualify for a package of noise insulation measures (glazing and ventilation) to minimise noise ingress to their property. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2).</p>	No
510	Noise and vibration	<p>Highlights that they provided a previous consultation response in the February 2018 consultation and are grateful that some of the noise mitigation measures are now proposed. Concern expressed that the frame of reference for such mitigation measures is confined to "noise impacts on nearby properties and communities", and suggests that the definition of "nearby" is somewhat economical.</p> <p>Highlights that in Curry Mallet, a community of 146 domestic households that reside merely 3 miles from the locus of the A358 at Ashill and so are within direct line, downwind, of the prevailing airflows.</p> <p>Highlights that within the February 2018 consultation, they made reference to the need for soft landscaping with raised banks, particularly on the leeward side of the new road, together with the planting of broad-leaved trees to absorb the road-noise (and perhaps to absorb some of the particulate debris). Concern expressed that in times of south-easterly winds and of winter frost, Curry Mallet residents are subjected to traffic noise from the A303 Ilminster bypass, and therefore not unaware of the extent to which un-attenuated traffic noise can carry for some distance across the local countryside.</p> <p>Comment that they presume that utilisation of a "low-noise" tarmac mix is now routine and seek confirmation.</p> <p>Request that the landscaping measures be increased to cater for the needs</p>	<p>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 and landscape planting proposals are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p>	No

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		of households other than those in the immediate vicinity of the new dual carriageway.		
511	Noise and vibration	Highlights that at present the many large vehicles visiting the market garden and Unicorn Saddlery adjacent to their property and leave these commercial units from the A358 via the junction to the south west, and objects to the proposal which will require these vehicles to make a dangerous and very noisy turn right in front of their property.	National Highways acknowledges that this may be the case if the vehicles are coming down the A358 from locations to the north, but notes that if the vehicles are coming from the south, then they will use Ashill junction and take the turn they currently do.  Local vehicle maneuvering is beyond the scope of the noise assessment for the scheme.	N/A
512	Noise and vibration	Suggests using tall sound barriers on all bridges and approaches intended to carry pedestrian and/or cyclist traffic.	National Highways acknowledges the range of views expressed, including those received in relation to noise mitigation. It is not proposed to include specific noise mitigation on bridges carrying pedestrian or cyclist traffic. However, the scheme (A358) will have a low noise surface to minimise the spread of noise to all locations.	No
513	Noise and vibration	Concerned their property will be subject to significant light and noise pollution. Notes there are several other properties much closer in Lower Henlade, Arundels Farm and Haydon which will also be adversely affected by noise and light pollution to a greater extent. Requests bunding, planting and acoustic fencing is provided on the south side of the new A358 between Lower Henlade and the new Nexus junction	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.  An acoustic barrier and bund combination will be provided on both sides of the proposed scheme in Lower Henlade. On the eastbound carriageway this will be between approximate chainage 1800 before Stoke Road overbridge to just past Stoke Road overbridge and on the westbound carriageway it will extend from just past the junction of Greenway Lane and Stoke Hill at approximate chainage 3350 to chainage 1980 just past Stoke Road overbridge as detailed in 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). The scheme will have a low noise surface which will also minimise noise emissions.	No
514	Noise and vibration	Concern regarding impact of noise pollution on wildlife.	Potential impacts from noise pollution and other impacts of the scheme on ecological receptors (habitats and species) have been considered as part of the environmental impact assessment process and details of this assessment are provided in Chapter 8 Biodiversity of the Environmental Statement (Document Reference 6.2), submitted as part of the Development Consent Order application.  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
515	Noise and vibration	Suggests the acoustic fencing should continue for the entire length of the maintenance track from Stoke Road to the attenuation basin at CH2000 to provide noise protection for the Ivy House Park residents that are closest to the road. Queries what noise protection is provided to Cambria Farm as the signalised junction will be noisier than the current roundabout and Ruishton Court as HGVs travelling up the gradient will be noisier. Suggests acoustic fencing is included as close to the signalised junction as possible to mitigate noise for residents of Stoke Road.	An acoustic barrier and bund combination will be provided on both sides of the proposed scheme in Lower Henlade. On the eastbound carriageway this will be between approximate chainage 1800 before Stoke Road overbridge to just past Stoke Road overbridge and on the westbound carriageway it will extend from just past the junction of Greenway Lane and Stoke Hill at approximate chainage 3350 to chainage 1980 just past Stoke Road overbridge as detailed in 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). The scheme will have a low noise surface which will also minimise noise emissions.  National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	No
516	Noise and vibration	Concern regarding noise pollution.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and	N/A



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			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).	
517	Noise and vibration	Concern that the road surface on parts of the A303 is poor and road noise can be heard from Ilton.	The new road surface proposed for the A358 will be a low noise surface thus minimising impacts from the scheme. There are no proposals to resurface the A303 as part of this project.	No
518	Noise and vibration	Asks whether the new carriageway, in particular from Southfields - Ashill will be layed with silent running tarmac.	The scheme (A358) will be laid with a low noise surface with a road surface influence (RSI) of -3.5dB. The existing surface in the Southfields to Ashill section is in poor condition and road-side measurements have shown that the current RSI is approximately +1dB. The overall benefit of the new surface is therefore expected to be around -4.5dB.	N/A
519	Noise and vibration	Considers the scheme will result in the loss of tranquillity from Somerset which will deter people from travelling there. Questions what levels of noise can be expected at Spekeswood Cottage due to increased volume and speed of traffic.	The scheme will include a low noise road surface which will minimise noise at all locations. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. This measure is most effective for minimising noise levels within a few hundred metres of the road. The general findings of the noise assessment are reported in Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2) and predicted noise levels at each receptor can be found in Appendix 11.5 Predicted operational noise levels (Document Reference 6.4).	N/A
520	Noise and vibration	Concern regarding an increase in noise pollution.	The scheme will include a low noise road surface. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).	N/A
521	Noise and vibration	Concern regarding the noise pollution caused by the scheme.	The scheme will include a low noise road surface. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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 noise bunds and barrier are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).	N/A
522	Noise and vibration	Concerned about noise pollution at the new Ashill junction and asks whether there going to be any noise reduction 'structures' put in place.	The scheme would include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of acoustic bunds and barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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).	N/A
523	Noise and vibration	Concern that the majority of the A358 is flat and asks whether there are going to be noise reducing 'structures' built to mitigate this.	The scheme would include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of acoustic bunds and barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. 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).	N/A
524	Noise and vibration	Concerned that the flatness of the land, paired with the speed of traffic, will greatly increase noise pollution.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	No

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
525	Offsite areas for habitat creation	Considers the scheme is damaging to the environment and this is proven by the number of off-site areas that are needed for mitigation.	<p>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).</p> <p>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.</p>	N/A
526	Offsite areas for habitat creation	Concerned over amount of land that is being taken out of agricultural production for re-wilding purposes.	<p>The proposals have been informed by extensive ecological surveys which have been assessed in the Environmental Statement (Document Reference 6.2) and National Highways have also sought, in consultation with landowners, to minimise the amount of land, agricultural and otherwise, taken for the scheme.</p> <p>A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2).</p> <p>A specific requirement on designers and assessors is to minimise the loss of agricultural land and 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). Hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. Details on hedgerow improvements, mitigation and creation are provided in the habitat mitigation strategy, included as Appendix 8.24 of the Environmental Statement (Document Reference 6.4).</p>	No
527	Population and human health: business and tourism	Many local businesses including farming and liberty yards will be affected.	Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.	N/A
528	Population and human health: business and tourism	States the scheme ignores local businesses and how they and their customers will need to travel off the A358 to reach them.	Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.	N/A
529	Population and human health: business and tourism	It will cause irreparable damage to local communities and businesses, presenting very limited local access and driving more traffic through Hatch Beauchamp and the other surrounding villages.	<p>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p> <p>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.</p> <p>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</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.	
530	Population and human health: business and tourism	Concern regarding impact on clients and lower net income from business as a result. Feels that the development is ridiculous.	<p>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p> <p>During construction National Highways will seek to minimise disruption while maintaining highway safety and has produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B), which set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways has worked with the local highway authority, Somerset Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during the detailed design process and into construction.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	N/A
531	Population and human health: business and tourism	States the Flying Fish holds events and weddings which could be impacted by the increase in traffic along Thickthorn Lane.	<p>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. Thickthorn Lane is not expected to see any increase in traffic flows as a result of the scheme.</p> <p>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p>	N/A
532	Population and human health: business and tourism	Concern no consideration has been made to the nature of the area, residents or small businesses as states this area is rural whose primary business is agriculture.	<p>National Highways have sought to engage with agricultural businesses throughout the design of the scheme to reduce and mitigate the impact of the scheme on farm holdings. Affected farm businesses have also been consulted with (where possible) to ensure the effect of the scheme on their operation is appropriately assessed to inform the decision making process.</p> <p>National Highways has sought to limit the severance of agricultural holdings which farm land on both sides of the scheme through the provision of a number of local highway overbridges and underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided.</p>	N/A
533	Population and human health: community impacts	Concern as live next to a flood plain and if this road is built it will increase the rain water run off causing the flood plain to be over full. This causing the road and houses to be flood with the slightest amount of rain.	<p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4 Environmental Statement Appendix 13.1 Flood Risk Assessment) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure.</p> <p>The FRA has been informed by Environment Agency flood risk mapping, British Geological Society Groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme.</p> <p>The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.</p>	N/A
534	Population and human health: community impacts	Considers the project does not deliver benefits for local people and there is no provision for public transport to use the road to service the local villages.	<p>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.</p>	N/A

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535	Population and human health: community impacts	Feels that the emphasis should be on using more public transport- we all know the effect on the railways and bus services that increasing motorway use has created.	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
536	Population and human health: community impacts	Questions why it is necessary for highways to manage the Ashill Wood as considers it has been in its original state for millennia and that the management of the wood would not be of national interest and not an advantage when considering local knowledge and insight.	Ancient woodland is considered to be irreplaceable habitat and as such the scheme has been designed to avoid direct impacts on ancient woodland. Any potential indirect impacts on ancient woodland, for example through increased nitrogen deposition, have been considered within the Environmental Statement (Document Reference 6.2) submitted as part of the DCO application.	N/A
537	Population and human health: community impacts	Considers the scheme has not consulted with the people who reside in the affected areas about the scope, requirements or overall design of the project.	As set out in this report, National Highways considers that consultation was accurate, robust, had an appropriate reach and allowed sufficient time to provide a response, meeting all the required National Highways standards and requirements of the Planning Act 2008 and EIA (Infrastructure) Regulations. As set out in the SoCC (Appendix 4.4 of this Report) advice was sought from local authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultations and had the opportunity to contribute to them.	N/A
538	Population and human health: community impacts	The new A358 expansion plans threaten to turn the road outside the house (Village Road, Hatch Beauchamp) into a rat-run (there are already problems with the speed of vehicles down this road).	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
539	Population and human health: community impacts	Feels that the increased traffic may impact local residents.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
540	Population and human health: community impacts	Concerned about the impact of increased traffic on the local community.	<p>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.</p> <p>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.</p>	N/A



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			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.	
541	Population and human health: community impacts	States more provision for businesses and people of the Curland/Staple (Neroche Parish) needs to be provided.	<p>Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p> <p>During construction National Highways will seek to minimise disruption while maintaining highway safety and has produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B), which set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways has worked with the local highway authority, Somerset Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during the detailed design process and into construction.</p>	N/A
542	Population and human health: community impacts	Considers the impacts for residents and farmers of Thickthorn Lane should be mitigated against.	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).	N/A
543	Population and human health: community impacts	Concern regarding community impacts and the impact on agriculture.	<p>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).</p> <p>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).</p>	N/A
544	Population and human health: community impacts	Feels that communities will be cut off and there is a lack of walking and cycling provision.	<p>Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme. National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up of public rights of way would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.</p> <p>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).</p> <p>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:</p> <ul style="list-style-type: none"> <li>· 19 new PRoW (seven footpaths, three bridleways, nine restricted byways)</li> <li>· 14 instances of stopping up PRoW for which an alternative would be available</li> <li>· 19 instances (13 in full, 6 in part) of stopping up PRoW for which no alternative would be provided</li> </ul>	N/A

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			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.	
545	Population and human health: community impacts	Feels the junction is too large.	<p>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.</p> <p>At Mattock's Tree Green junction, 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.</p> <p>National Highways consider that the current proposals for Ashill junction are appropriate and provide local connectivity to rural villages either side of the A358.</p>	N/A
546	Population and human health: community impacts	Considers the scale of design at Mattock's Tree Green and Ashill to be too large and not address the needs to the local communities.	<p>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.</p> <p>At Mattock's Tree Green junction, 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.</p> <p>National Highways consider that the current proposals for Ashill junction are appropriate and provide local connectivity to rural villages either side of the A358.</p>	N/A
547	Population and human health: community impacts	Notes that the people who live in the villages want to be able to travel for business and leisure safely and efficiently.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
548	Population and human health: community impacts	Concerned about the volume of traffic and the impact on local villages and the lives of people that live there.	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).	N/A
549	Population and human health: community impacts	The quality of life of people living in the area of Henlade will be affected by the development of the current scheme.	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.	N/A



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550	Population and human health: community impacts	Feels that the local community has not been considered in the proposals which facilitate motorists and cyclists, passing through the area, holiday makers and national cycling route users.	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).	N/A
551	Population and human health: community impacts	Feels the current proposals are an environmental and local community disaster which will do nothing to improve the quality of life for those having to live near the project both during construction and afterwards.	<p>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.</p> <p>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).</p> <p>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.</p>	N/A
552	Population and human health: community impacts	Considers the proposals to have no benefits to the local community as the traffic flow is smooth with the exception of Henlade and Southfields. Requests the plans are stopped.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	No
553	Population and human health: community impacts	Travel to villages along the route will be impacted and obstructive.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
554	Population and human health:	Concern over the local communities it proposes to split up with a large impassable dual carriageway.	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	N/A

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	community impacts		adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	
555	Population and human health: community impacts	moved to the area for nature, peace and tranquillity. Having Feels depressed with the idea of the road scheme and the impact on the local area. Questions whether the scheme will be a big mistake.	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).	N/A
556	Population and human health: community impacts	Feels that the lived of residents in the villages which run parallel to the road have not been considered and that it will be detrimental to the communities.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	N/A
557	Population and human health: community impacts	Concern regarding overall disruption to the lives of locals.	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).	N/A
558	Population and human health: community impacts	Concern regarding increased journey times during construction, particularly at night when routes/ roads may be closed due to works.	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.  Although night-time working will be necessary, particularly when required for traffic management and safety reasons, any night-time working on the scheme would be agreed with the local planning authority in advance, to avoid undue disturbance to local properties. Further detail on working hours is set out in Environmental Statement Chapter 2 The project (Document Reference 6.2). 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.	N/A
559	Population and human health: community impacts	Considers the scheme will take a long time to construct and that the population will be subject to noise pollution and that the scheme will disrupt their life and livelihoods.	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.  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).  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. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
560	Population and human health: community impacts	Concern that the scheme isolated villages and communities to only provide visitors from the Southeast of England a few minutes saved on their journeys from Cornwall and Devon.	National Highways acknowledges the range of views expressed including concerns around impact on communities. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and	N/A



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			businesses are reported in Environmental Statement Chapter 12 Population and Human Health (Document Reference 6.2).	
561	Population and human health: community impacts	Concern the scheme is compromising the safety of local communities	<p>National Highways acknowledges the range of views expressed including concerns around impact on the local community and safety. 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.</p> <p>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).</p>	N/A
562	Population and human health: community impacts	Concern regarding the irreversible impact on the community.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	N/A
563	Population and human health: community impacts	Concern that it would make the lives of locals vastly more difficult and that this has been completely ignored.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	N/A
564	Population and human health: community impacts	Feels that construction on this scale will fracture the community. A more sympathetic proposal should be considered.	During the construction phase there would be a detailed construction stage Environmental Management Plan in place, building on the design stage iteration (Document Reference 6.4, Appendix 2.1). This document will be implemented by the contractor to manage environmental impacts as well as carry out community liaison. Community liaison is an important element to facilitate communication of the construction programme such that local communities have sufficient time to plan alternative travel routes if disruption is planned or to be generally aware of the construction activities in advance. It will also facilitate the identification of and discussion around any issues arising during the works. The impact of construction on residents and their health is identified and assessed in Environmental Statement Chapter 12 Population and health (Document reference 6.2). In conclusion, all health outcomes are neutral across all wards for all health determinants.	N/A
565	Population and human health: community impacts	Objects to the impact the development will have on local communities.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	N/A
566	Population and human health: community impacts	Feels that there has been no consideration of local villages and their needs or the effect on local people and their lives. All to allow minutes quicker access to the West Country for those who don't live or work here.	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).	N/A
567	Population and human health: community impacts	Hatch Beauchamp will be much disadvantaged by the new road, as will Bickenhall and Thornfalcon	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	N/A
568	Population and human health: community impacts	The scheme presents many more downsides than upsides to the local communities; they will suffer while people passing through the area will receive any benefit.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	N/A
569	Population and human health: community impacts	Concern regarding the impact to the surrounding areas of the property as the expansion threatens the very way of life and will erode the reason many people moved to the area in the first place.	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).	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
570	Population and human health: community impacts	Feels that communities will be impacted and further segregated due to increased journey times.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
571	Population and human health: community impacts	Objects to the community impacts of the development.	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).	N/A
572	Population and human health: community impacts	Feels that the proposals do not consider the impact on local residents and land owners.	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).	N/A
573	Population and human health: community impacts	Notes that journey times will be increased, with locals having to take longer routes.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
574	Population and human health: community impacts	Feels that the community will be impacted with longer journey times and unsafe journeys.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
575	Population and human health:	Feels that the changes will affect connections for communities in Capland.	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	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
	community impacts		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).	
576	Population and human health: community impacts	Concern regarding community impacts and the impact on wildlife.	<p>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).</p> <p>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).</p> <p>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.</p>	N/A
577	Population and human health: community impacts	Ashill village will be much disadvantaged by the new road	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).	N/A
578	Population and human health: community impacts	Concern regarding the environmental impact and impacts on the community.	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
579	Population and human health: community impacts	Feels that local communities have not been considered and less access points to the A358 will not only inconvenience local people but the time taken for emergency services to reach these communities will be enhanced putting lives at risk.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routing. 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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
580	Population and human health: community impacts	Concerned about community impact, severance and access.	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).	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
581	Population and human health: community impacts	States the scheme will handicap businesses	<p>Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p> <p>During construction National Highways will seek to minimise disruption while maintaining highway safety and has produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B), which set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways has worked with the local highway authority, Somerset Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during the detailed design process and into construction.</p>	N/A
582	Population and human health: community impacts	Feels there has been more consideration for cyclists (who do not use the route in any event) than to the actual inhabitants of the area.	<p>As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).</p>	N/A
583	Population and human health: community impacts	Feels the development is of no benefit to the local community.	<p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).</p>	N/A
584	Population and human health: community impacts	Considers roads should no longer be built that ignore the negative impacts on local residents. Considers NH should learn from the A358 development.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	N/A

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>homes and jobs.</p> <p>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).</p> <p>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).</p>	
585	Population and human health: community impacts	Feels that little, if any, consideration has been given to the local people and their needs as well as the negative impacts of the proposed scheme	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).	N/A
586	Population and human health: community impacts	Concern that this proposal is not intended to improve the lives of those living within the vicinity of the A358, just those people passing through the area.	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).	N/A
587	Population and human health: community impacts	Feels that the proposals will directly impact access.	<p>National Highways acknowledges the range of views expressed including concerns around local access. 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.</p> <p>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.</p> <p>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.</p>	N/A
588	Population and human health: community impacts	Feels that the scheme will impact on the local road network and access.	<p>National Highways acknowledges the range of views expressed including concerns around local access. 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.</p> <p>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.</p> <p>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.</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
589	Population and human health: community impacts	Feels that access for residents might be compromised.	<p>National Highways acknowledges the range of views expressed including concerns around local access. 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.</p> <p>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.</p> <p>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.</p>	N/A
590	Population and human health: community impacts	There is no access to the road for all the villagers along the route.	<p>National Highways acknowledges the range of views expressed including concerns around local access. 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.</p> <p>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.</p> <p>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.</p>	N/A
591	Population and human health: community impacts	Feels that Staple Fitzpaine road (Battens Green) is very narrow in parts and unsuitable for increased traffic - there are also a lot more houses that will be negatively impacted.	<p>National Highways acknowledges the range of views expressed including concerns around narrow lanes and the impact on communities. 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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
592	Population and human health: community impacts	The narrow lanes are increasingly used, impacting on the quality of life of the people that live there.	<p>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.</p>	N/A

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p>	
593	Population and human health: community impacts	Feels that the proposal as stands will not benefit local people. It will cut off local villages from each other. It may make access to local villages more difficult for emergency services.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
594	Population and human health: community impacts	Concern regarding impacts on the community and severance.	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).	N/A
595	Population and human health: community impacts	Concern regarding community impacts and severance.	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).	N/A
596	Population and human health: community impacts	Concern regarding severance of communities.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	N/A
597	Population and human health: community impacts	Concern regarding community impact and severance.	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).	N/A
598	Population and human health: community impacts	Concern regarding community severance as a result of the development.	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).	N/A
599	Population and human health: community impacts	Considers the scheme will result in division of the local communities with little or no improvements to the queuing traffic flow. Local business and social communities (eg Churches) are being put in risk of impact due to future roadwork and the scheme will not contribute anything to the local area	<p>Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p> <p>During construction National Highways will seek to minimise disruption while maintaining highway safety and</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			has produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B), which set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways has worked with the local highway authority, Somerset Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during the detailed design process and into construction.	
600	Population and human health: community impacts	feels that the scale of the development is too complex and large, impacting on local communities.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	N/A
601	Population and human health: community impacts	Feels that the WCH strategy will be of no benefit as they cannot walk, cycle or ride a horse. Concerned that they have a disability which will restrict access to their grandparents house, with a detour costing extra in fuel.	National Highways acknowledges the range of views expressed including concern around impact on local people. The Equality Impact Assessment (Document Reference 7.5) submitted with the Development Consent Order application identifies any particular impacts on residents with protected characteristics, including the elderly and reasonable adjustments based on this.	N/A
602	Population and human health: community impacts	Disagrees with the principle of the scheme as considers it will cause a damaging effect physically and mentally upon the local population. States the benefits the road will bring to Henlade will cause other communities to suffer. States the scheme will increase community severance	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.  Environmental Statement Chapter 12 Population and Human 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.	N/A
603	Population and human health: community impacts	Fundamentally we disagree with this road in principal. You are imposing a major highway through a rural area which will have a hugely damaging effect both physically and mentally upon the local population.	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 beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and Human Health (Document Reference 6.2).	N/A
604	Population and human health: community impacts	The proposal does NOT take into account the local users of the A358 rather the transient trunk road users. It has no, or limited benefit to the local community. Feels it would be a retrograde step to carry this proposal forward and strongly opposes it.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.  The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and Human Health (Document Reference 6.2).	N/A
605	Population and human health: community impacts	People have opted for rural life of tranquillity, scenic landscapes, country walks, fresher less-polluted air and a appreciation of nature's wildlife, it is not acceptable for decisions to be made that do not reflect their values and are to be taken away at a sign of a contract. It is not moral or ethical to once again greedily accept profit margin before a way of life. It is the people's land and nature's gift that would be destroyed and it is the Highway developers that are eradicating land and destroying ecosystems...this damage is irreparable – once the landscape is changed and ruined it is gone forever.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) explains the need for the scheme and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. By improving congestion and reliability, the scheme aims to improve air quality in the area, particularly to enable the AQMA in Henlade to be improved. The effects of the scheme on air quality are assessed and reported upon in Chapter 5 Air Quality of the Environmental Statement (Document Reference 6.2).  National Highways has undertaken extensive ecological surveys to inform Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2), which identifies mitigation measures required to protect wildlife during construction. For example, areas of existing vegetation of high biodiversity value will be retained or protected where possible or ecognize through design. The Environmental Management Plan (Document Reference 6.4 Appendix 2.1 Environmental Management Plan) explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>strategies which detail measures that would be taken during both the construction and operational phases of the scheme to protect wildlife.</p> <p>National Highways will seek to reduce disruption while maintaining highway safety and has produced an Environmental Management Plan and a Construction Traffic Management Plan (Document Reference 6.4 Appendix 2.1 Annex B: Construction Traffic Management Plan) as part of the Development Consent Order application, which sets out how the impact of construction on the environment, the road network and local communities will be managed. National Highways has worked with the local highway authority, Somerset County Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during the detailed design process and into construction.</p>	
606	Population and human health: community impacts	Considers the Henlade bypass will improve the quality of life for communities in that area.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
607	Population and human health: community impacts	Supports the Henlade bypass and considers it will improve the quality of life for communities in that immediate area.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
608	Population and human health: community impacts	Feels that the impacts on wildlife has been considered more than the local community.	National Highways acknowledges the range of views expressed including concern around impact on local people. The Environmental Statement (Document Reference 6.2) presents the likely significant environmental effects of the scheme, the measures to avoid or reduce such effects, the reasonable alternatives considered and the main reasons for the option chosen. 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).	N/A
609	Population and human health: community impacts	Feels that an alternative design would reduce environmental effects for local communities and villages.	National Highways acknowledges the ranges of views expressed including those with concerns round environmental effects for the local community. The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	N/A
610	Population and human health: community impacts	Concerned about the location of the Capland/Village Road link and bridge over the new dual carriageway, and queries whether it is necessary and why is the the bridge situated at the front of their property at Axeford Lodge and not further north nearer to the commercial property of Hatch Beauchamp Coaches a property only occupied during working hours. Note that from the latest information received that this new proposal requires using part of their frontage which is strongly objected to including for access, well-being and health reasons.	<p>National Highways acknowledges the response provided.</p> <p>The alignment for the proposed Village Road (South) was revised following statutory consultation feedback and includes a tie in to ensures the connection to the existing Village Road/Capland Lane as soon as possible following the overbridge crossing – reducing environmental impact and land take. The alignment ensures the existing access to Axeford Lodge and Union Saddlery can be maintained. Moving the bridge / alignment further north would not be possible due to the location of the floodplain of Fivehead River.</p>	N/A
611	Population and human health: community impacts	Feels that the proposals will increase traffic.	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
612	Population and human health: community impacts	Concerned that the Ilminster and the local parishes will be subjected to a prolonged period of disruption and traffic displacement that the scheme would not be able to accommodate	<p>National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity.</p> <p>The traffic modelling indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. As a result, there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>National Highways acknowledges the forecast increase in traffic along the B3168 west of Ilminster as a result of the scheme, but notes that the capacity of the road can accommodate the forecast traffic volumes, and that</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>High Street is forecast no significant change in traffic with the scheme in place.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>National Highways will seek to reduce disruption while maintaining highway safety and has produced an Environmental Management Plan and a Construction Traffic Management Plan (Document Reference 6.4 Appendix 2.1 Annex B: Construction Traffic Management Plan) as part of the Development Consent Order application, which sets out how the impact of construction on the environment, the road network and local communities will be managed. National Highways has worked with the local highway authority, Somerset County Council, to identify any potential mitigation measures required for the local road network as a result of the scheme and will continue to engage with the relevant authorities during the detailed design process and into construction.</p>	
613	Population and human health: community impacts	States the C roads are poorly maintained by SCC and the increase in traffic along these roads will worsen the roads.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
614	Population and human health: community impacts	Prioritises national traffic at the expense of local communities – national highways are seeking marginal reduction in journey times for national traffic, while pushing more local traffic through our villages.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
615	Population and human health: community impacts	Concern as post coded in West Hatch yet under the current design will have a five mile journey just to visit the village centre	<p>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.</p> <p>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.</p>	N/A



Row ID	Topic	Matters raised in response to consultation	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).	
616	Population and human health: community impacts	I need to travel to work in various villages in the local area and am worried that my journeys will become much longer and more difficult causing a serious deterioration in my quality of life, a sharp increase in my costs and less time to myself.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
617	Population and human health: community impacts	Considers the scheme provides limited junctions to the local community and consider local trips will have to be made through unsuitable country lanes which conflict with WCH.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>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:</p> <ul style="list-style-type: none"> <li>· 19 new PRoW (seven footpaths, three bridleways, nine restricted byways)</li> <li>· 14 instances of stopping up PRoW for which an alternative would be available</li> <li>· 19 instances (13 in full, 6 in part) of stopping up PRoW for which no alternative would be provided</li> </ul> <p>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.</p>	N/A
618	Population and human health: community impacts	Needs travel to work in Hatch Beauchamp and worried that the proposed changes will make the journey more difficult.	<p>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.</p> <p>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</p>	N/A

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
619	Population and human health: community impacts	Excess journey times and more fuel will be put into locals who have to drive away from their homes before they can find an access to the A358.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
620	Population and human health: community impacts	Considers there are no plans for cycleways and therefore local people will have to drive further to get to many destinations.	<p>The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, ecognize 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.</p> <p>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.</p>	N/A
621	Population and human health: community impacts	Objection due to the impact of overall construction on daily live, such as roads being closed.	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.	N/A
622	Population and human health: community impacts	Concerned that a cycle path has not been considered. Notes it would be beneficial to local communities and allow elderly people to stay active and connected.	<p>The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, ecognize 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.</p> <p>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.</p>	N/A
623	Population and human health: community impacts	States there is currently poor air quality within Henlade, and supports the bypass as states it will improve the air quality and quality of life within Henlade, Ruishton and Thornfalcon.	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	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
624	Population and human health: community impacts	The Old Ilminster Road, off Junction 25 roundabout, needs to be opened up to allow access to the south of Taunton centre, and relieve the pressure on Lower Henlade, Haydon and Stoke St Mary.	<p>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.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>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.</p> <p>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 a rat-run between the A358 and south Taunton.</p> <p>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).</p> <p>As a result of the Ash Road realignment, there is now forecast to be a small increase in the forecast traffic on Haydon Lane and part of Stoke Road as a result of the scheme. It should be noted that the magnitude of this increase is small, in the order of an extra vehicle every two minutes over both directions in a peak hour. As a result of this increase National Highways has amended the design to include a number of passing places on Haydon Lane to enable vehicles to use the lane safely, as well as the localised widening of Stoke Road.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
625	Population and human health: community impacts	Feels that National Highways vision of making it easier for motorists to travel from the M3 to the M5 by creating dual carriageways reinforces the perception of Somerset as a 'drive through' county	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A
626	Population and human health: community impacts	Feels that the A358 dualling scheme between Southfields and M5 J25 has got entirely out of control since first proposed for discussion 15-20 years ago. The monetary advantage that Somerset County Council hoped to gain from getting the Henlade bypass included in a national road scheme will be lost by the degradation to the local countryside and to local community life. Regrettably, the scheme seems to have acquired a momentum, despite the the concerns felt by most of the local community and even some involved with the scheme.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>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).</p>	
627	Population and human health: community impacts	States the scheme will cause a damaging effect both physically and mentally upon the local population. In particular the scheme will have a negative impact on Henlade. States the increased traffic volume, incompatibility of traffic with each other and WCH uses will increase mental and physical stress on local communities and increase community severance.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
628	Population and human health: community impacts	Supports a Henlade by pass, however objection expressed for the proposals which affect further down the road which deliver disbenefits to rural parishes they represent as a Parish Councillor. Support the opposition of Hatch Beauchamp and other parishes.	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).	N/A
629	Population and human health: community impacts	Concern the scheme will have a negative impact on the residents at Park Barn Lane on the east side of Ashill junction.	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).	N/A
630	Population and human health: community impacts	Feels that the scale of the proposals is too large and will not benefit local residents.	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).	N/A
631	Population and human health: community impacts	Concerned about the financial cost of the expressway.	<p>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.</p> <p>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.</p> <p>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</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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).</p> <p>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.</p>	
632	Population and human health: community impacts	Concerned about the environmental cost of the expressway.	<p>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.</p> <p>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.</p> <p>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).</p>	N/A
633	Principle of development	Feels very strongly that we should be investing in quality public transport in our countryside in a way that allows more usable/sustainable means of travel and investing in upkeep of current infrastructure instead of costly and environmentally damaging new projects.	<p>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.</p>	N/A
634	Principle of development	Considers the schemes saving in journey times will overall increase frustrations due to traffic increases and reject the assertion that road users avoid congestion by diverting onto village roads and considers instead the building of an expressway will increase traffic on local roads. Considers the optimum route is to continue on the A303 axis towards Honiton.	<p>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 Chapter 3 Assessment of alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report (Document reference 5.1) for further information.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue in the next design stage.	
635	Principle of development	Considers the schemes saving in journey times will overall increase frustrations due to traffic increases and reject the assertion that road users avoid congestion by diverting onto village roads and considers instead the building of an expressway will increase traffic on local roads. Considers the optimum route is to continue on the A303 axis towards Honiton.	<p>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 Chapter 3 Assessment of alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report (Document reference 5.1) for further information.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue in the next design stage.</p>	N/A
636	Principle of development	Point out that Southfield Roundabout may become a major interchange between the A303 east. West access to Ilminster and A358 west to Chard. However this means mean that a large percentage of heavy goods traffic and general traffic will be diverted around 90 degrees through this roundabout. Such a heavy diversion will, at certain times of the day and year prevent other vehicles safe and ready navigation of the roundabout: as such drivers will take risker behaviour, the consultee was ecogniz in a near collision incident.	<p>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) exit, 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.</p> <p>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.</p>	N/A
637	Principle of development	Concern regarding increased rat-running.	<p>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.</p> <p>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.</p>	N/A

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
638	Principle of development	Considers the road works and there is not a need to spend the amount of money on it and ruin the landscape. Considers the destruction caused by the scheme will be immense.	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
639	Principle of development	States the scheme is disproportionate for a rural environment and has a lack of understanding of the needs of the local communities who will be impacted daily.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	N/A
640	Principle of development	Feels the scheme is too complicated.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A
641	Principle of development	Supports the submission made by Somerset County Council as it picks up areas of concern which are reported by the community of local parishes who are impacted by the scheme.	National Highways acknowledges support for responses provided to the consultation by Somerset County Council. Full responses to each of the matters raised can be found in Appendix Table 5.2C and Table 8.2C.	N/A
642	Principle of development	Feels the A358 proposal needs to be seriously and substantially amended to focus exclusively on the only two areas of congestion that need to be addressed, at Henlade and Southfields.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A
643	Principle of development	Queries if the scheme is the best use of resources in current world situation and suggests that a Henlade Bypass plus upgrades to Griffin Lane would suffice.	<p>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.</p> <p>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.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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. National Highways acknowledges the comment. The section between Thornfalcons 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.	
644	Principle of development	Feels the scale of the project is unjustified, with an unconvincing argument for building a dual carriageway between Southfields and Mattocks Tree Hill.	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.	N/A
645	Principle of development	Objects to the principle of development. Considers road will not improve local lives and is overly extensive and destructive. Objects to the principle of improving connection to the South West.	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.	N/A
646	Principle of development	States the A358 does not need the scale of change to make an easier driving environment. Considers too much of England is lost to tarmac and housing developments and humans have a mentality of tearing up whatever is in their way with little regard to what that means to ancient landscapes, trees, wildlife and local home owners.	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.	N/A
647	Principle of development	No justification for a dual carriage way A303/Ilminster.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The 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.	N/A
648	Principle of development	Objection as feels that the scheme does nothing to relieve the problems that the community has with the current traffic flows and congestion such as queues going in to Taunton, traffic queues down the dual carriageway, queues at Southfields roundabout and the A303 bypass.	The proposed A358 scheme has been designed to accommodate the average weekday peak hour traffic forecast for 2046 (the design year). As such, in normal conditions, no significant congestion or delays are expected on the A358 between Southfields and M5 junction 25.  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	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>(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.</p> <p>The latest proposed A358 scheme design includes upgrades to the M5 junction 25 and Nexus 25 junction.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout, M5 junction 25 and Nexus 25 junction. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
649	Principle of development	Overall objection to the development- feels there are much more effective ways of solving the A358 bottlenecks at Henlade and Southfields than focusing on dualling the entire length of the road. There are no justifiable grounds whatsoever.	<p>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.</p> <p>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.</p> <p>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.</p> <p>The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. 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.</p>	N/A
650	Principle of development	The A358 backing up as it approaches Southfields roundabout will continue under these proposals for one simple reason – the Ilminster Bypass, which needs dualling.	<p>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).</p> <p>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.</p>	N/A
651	Principle of development	Does not support the NH proposal to build a dual carriageway with only 2 access points along the 8-mile link.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
652	Principle of development	Objects to the development and feels people need to slow down- doesn't see the benefit.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
653	Principle of development	Feels there is no rationale for creating a dual carriageway which is to all intents and purposes a new motorway along the route of the A358.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
654	Principle of development	Feels it is a mess of a proposal.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
655	Principle of development	Strongly against road building schemes which cover more countryside with ensuing environmental damage.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
656	Principle of development	Preservation of the South West without unnecessary development that is not well thought out.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
657	Principle of development	Feels that the scheme is already outdated and the solutions are too late due to increased working from home, high energy costs and the consequential decrease in car use in the long term	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
658	Principle of development	With rising fuel costs and different methods of working the road scheme is no longer valid and should be cancelled. A revised design improving the A358 at both ends should be all that is necessary	<p>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.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The</p>	N/A

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p> <p>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.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the <a href="#">Combined Modelling and Appraisal Report (Document Reference 7.4)</a>.</p>	
659	Principle of development	Objects to the scheme and does not feel it will make a difference to journey times.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the <a href="#">Combined Modelling and Appraisal Report (Document Reference 7.4)</a>.</p>	N/A
660	Principle of development	Feels the development looks over complicated and doesn't take into account people trying to access the a358 from surrounding areas, just the people who want a faster run down from Ilminster to Taunton.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the <a href="#">Combined Modelling and Appraisal Report (Document Reference 7.4)</a>.</p>	N/A
661	Principle of development	Feels that the proposals are not suitable for villages in Somerset and this part of the country needs to be kept as it is a haven for the locals who live here.	<p>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.</p> <p>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.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>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.</p> <p>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).</p>	
662	Principle of development	Notes most people accept scheme due to benefits to Henlade.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
663	Principle of development	Considers the proposals to be ecognizei and over-engineered in design. Considers that there are no benefits of dualling the A358.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
664	Principle of development	Objects to the A358 Taunton to Southfields dualling and to the majority of the revised proposals.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
665	Principle of development	Overall disagrees with the principle of the scheme as considers the scheme is being put in place to only benefit holiday makers	<p>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.</p> <p>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.</p> <p>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</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>users.</p> <p>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.</p> <p>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).</p>	
666	Principle of development	States the scheme is not needed as traffic travelling from the South East will go via Honiton as it will be a quicker route. States the benefit of the road will be negligible and delays will exist and end of the road. This will particularly be a problem during the peak months with only a 7-minute journey time improvement	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
667	Principle of development	Considers the benefit of the road to be negligible as states delays will exist at either end particularly during the peak summer months and will only give a potential 7-minute time gain.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
668	Principle of development	We are the South West not the South East. Please stop trying to change us into another Slough or Hounslow.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>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).</p>	
669	Principle of development	Feels there is no justification for building a dual carriageway between Southfields (A303/Ilminster) and Mattocks Tree Hill in order to move traffic faster between inevitable bottlenecks.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
670	Principle of development	Overall objection and notes that we should be driving less, nor encouraging it.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
671	Principle of development	Objects to the principle of expanding the A358 to take A303 traffic onto the M5. Notes the M5 is usually heavily loaded with traffic and regular accidents occur. Considers the A303 improvement route necessary to offload the M5. Considers with the lack of junctions the A358 will become highly congested.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
672	Principle of development	Considers the scheme does not meet its objective of 'delivering reliable journeys' or 'keeping communities connected'. Concerned national highways continues to play down the negative impact of the scheme on local communities and the importance of local connectivity.	<p>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.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p>	
673	Principle of development	Overall objection to the scheme- it is not needed.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
674	Principle of development	Objects to the scheme as considers it only benefits the people of Henlade and those who live many miles away who demand a quicker link.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
675	Principle of development	Considers the saving in journey times makes a mockery of the schemes objectives and costs and notes that no satisfactory statistics have been produced to suggest otherwise.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
676	Principle of development	Feels there is no requirement for this road.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
677	Principle of development	The Henlade roundabout/crossroads work to date now seems farcical and suggests poor decision making at work. Remains unconvinced that management of this is truly committed to supplying a workable and locally friendly scheme. Concern is that the complete dual lane plan will still end in the bottleneck at the M5 roundabout.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
678	Principle of development	Considers the overall principle of the scheme, to improve journey times from the M3 to M5, does not take account of local community needs or ecological assets. Considers the principle of the scheme flawed, high cost, environmentally damaging and overall unwanted and unnecessary.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
679	Principle of development	Considers current road layout sufficient and the works unnecessary.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
680	Principle of development	Considers the mitigation strategies to be greenwashing and states the scheme should not be progressed.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
681	Principle of development	Objects to proposals to build a new road and the infrastructure that goes with it. Suggested the scheme should be scrapped and money saved.	<p>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.</p> <p>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.</p> <p>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</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			South West's economy is under-performing compared to the 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.	
682	Principle of development	Overall objection to the scheme.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
683	Principle of development	Considers the road scheme to be flawed as considers it will cause connectivity problems, noise and pollution, loss of land, safety concerns and increased congestion	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
684	Principle of development	Concerned about the environmental effects of the development.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
685	Principle of development	Opposed to the scale of the development.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
686	Principle of development	Concern regarding the scale and complexity of the development.	<p>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.</p> <p>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.</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p>	
687	Principle of development	Objects to the scale of the development.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
688	Principle of development	Feels the scale of the project is excessive.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
689	Principle of development	Feels the scale is too large and a scaled down plan would be more beneficial.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A
690	Principle of development	Feels the complexity and scale is out of proportion.	<p>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.</p> <p>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.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
691	Principle of development	Feels the scale of development is ridiculous.	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.	N/A
692	Principle of development	Feels that the design matches the M25 and is wholly inappropriate for the area.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and 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.	N/A
693	Principle of development	Feels that the scale of development is overkill and not needed to alleviate the problems.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The 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.	N/A
694	Principle of development	Feels the scale of the project is unjustified.	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.	N/A
695	Principle of development	Feels the scheme takes too much land and is too large and complicated.	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.	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p>	
696	Principle of development	Feels that any changes need to be made more thoughtfully than the current proposals. Start with the objectives and work from there. Current plans will ruin the area.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
697	Principle of development	Feels we do not have room in our small country for these schemes and need to concentrate on reducing traffic and coping with present road systems with a minimum of engineering. We all need to live with some traffic delays as a part of life and plan accordingly.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
698	Principle of development	Feels that there is no requirement for dual carriageway on the A358.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
699	Principle of development	I am strongly opposed to the proposed construction which is an abomination. The proposal is not a dual carriageway but an Expressway. We don't need such a big road and huge land-grab in such a rural environment and for such a small stretch of road.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
700	Principle of development	Objection to overall development. Only massive corporate entities will benefit with petrol stations, fast food outlets, massive warehouses, industrial estates and housing at the junctions. Mattocks junction especially.	<p>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.</p> <p>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.</p> <p>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. National Highways consider the size and scale of the Mattock's Tree Green 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.</p>	N/A
701	Principle of development	The project is far bigger and more damaging than it needs to be and any claims that it helps the local community are farcical (other than the residents of Henlade).	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
702	Principle of development	This is a highly flawed proposal. It has not been researched or actually listened to at grass roots level, it has always been as an 'us' and 'them' project. With projects of this nature, I speculate it has already been decided what highways/government/'powers that be' will be putting in place for us with disregard to what the proletariat/multitude, actually require.	<p>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.</p> <p>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.</p> <p>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. As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Information on how consultation responses are dealt with is available in the Consultation Report Chapters 5, 8 and 9 (Document Reference 5.1).</p>	N/A
703	Principle of development	Suggests the development is not needed until the Cartgate and South Petherton roundabouts are removed and the Ilminster bypass is upgraded to a dualled carriageway. Considers the proposed scheme will create a nightmare for residents and drivers.	<p>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.</p> <p>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.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the</p>	N/A

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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 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).</p> <p>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.</p>	
704	Principle of development	Objects to scheme as considers it is only being built to improve journey times from London to the South West. Considers it will not be pleasant and is not needed. Considers the scheme poorly co-ordinated.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
705	Principle of development	Commented the scheme is not needed from long residing residents who use the road regularly, as the proposed dual carriage way will cause more deaths and injury from speeding traffic. Commented the scheme is a waste of money	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
706	Principle of development	Opposes the principle of development as considers it would make the situation worse, sever communities and be harmful and destructive. States that the provision of new roads increasing the demand for road travel which increases pollution and congestion. States this is a vicious cycle as new roads will then be created.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
707	Principle of development	Concerned the principle and reasoning for the scheme has now been adequately outlined. Notes the A358 has no local benefits with the exception of the Henlade bypass.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
708	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.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
709	Principle of development	Believe the scheme would damage beautiful countryside and valuable farmland and it's surrounding, a huge financial cost and would place barriers at either end to prevent the free flow of traffic. Believe the funding would be better spent on a less ambitious plan and the basics sorted at the M3 and Southfields junctions and partial dualing	<p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
710	Principle of development	Considers there to be no problems with the middle stretch of the A358 and therefore states it does not need altering as considers it will waste money, ruin the environment, divide communities and make difficulties for local traffic.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
711	Principle of development	Considers that an 8.5 mile dual carriage way of a motorway standard is not required. Objection to the proposed scheme on the basis of its high financial cost.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
712	Principle of development	Feels that the plans are out of proportion.	<p>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.</p> <p>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.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p>	N/A
713	Principle of development	Feels the proposals are too large and out of proportion.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A
714	Principle of development	Feels the proposal is exorbitant, destructive, and completely unnecessary!	<p>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.</p> <p>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.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p>	N/A
715	Principle of development	Feels that although the road needs widening, the plans have been over engineered.	<p>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.</p> <p>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.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p>	N/A
716	Principle of development	Feels the scale of this project is far too great given the downsides and amount of disruption and upset for a great many local people.	<p>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.</p> <p>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.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the rest of the United Kingdom and local councils and</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
717	Principle of development	Feels that scale of development is too large for what is needed.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A
718	Principle of development	Objects to principle of development as considers the road will only attract new users and the country should be investing in public transport. Considers only corporate entity's will benefit from the scheme. Highlights initiatives in Wales to reduce the speed limit to 50 and highlights that the current A358 runs at that speed and should not be changed.	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
719	Principle of development	Supports the principle of the scheme	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
720	Principle of development	Supports principle of dualling the A358 and tackling bottlenecks at Henlade.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
721	Principle of development	States the scheme should be constructed to reduce the number of consultations needed	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
722	Principle of development	Supports the scheme as considers the A358 will reduce journey times	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
723	Principle of development	Supports the scheme as considers the A358 is currently dangerous at the junctions where traffic lanes turn onto small roads.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
724	Principle of development	Upgrading the road is important and will support a reduction in journey times over to Yeovil.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
725	Principle of development	Support for improvements at Roundabout.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
726	Principle of development	As a lifelong resident I have seen the A358 become an ever busier road, so some of the proposed bridges across the road would be beneficial as this would decrease some of the risks as less traffic would be attempting to join the main carriageway.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
727	Principle of development	Can't wait to use the new road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
728	Principle of development	Support for Henlade bypass.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
729	Principle of development	Considers the dualling of the A358 to be long overdue	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
730	Principle of development	Supports the A358 improvements in general.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
731	Principle of development	Supports the scheme objectives of improving road safety, reducing traffic congestion and keep road users and local communities connected, while unlocking economic growth in Somerset and the South West.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
732	Principle of development	Supports the building of Henlade bypass as it will improve the quality of life in the immediate area.	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	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
733	Principle of development	Supports the aims of the scheme however considers the proposal to build a dual carriageway with only two access points does not keep local communities connected.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
734	Principle of development	Supports the dualling scheme as considers it will be safer for drivers in both directions.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
735	Principle of development	Supports the preferred route which has been chosen, however concern it was a reduced scheme to satisfy budget constraints.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
736	Principle of development	Supports scheme objectives of improving road safety, reducing traffic congestion and keep road users and local communities connected, while unlocking economic growth in Somerset and the South West.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
737	Principle of development	Pleased to see the project progressing.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
738	Principle of development	Feels that the next step needs to be reviewing the 303 on the single / dual stretch between South fields and South Petherton.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
739	Principle of development	Overall support for the scheme however concerned about the decision to not provide free flowing links form the M5 Northbound to A358 and A358 to M5 Southbound as consulted on in previous consultations. Forcing all strategic traffic through two junctions will result in delays, congestion and frustration for drivers as well as a less than ideal environment for local people around these junctions as traffic will no doubt back up elsewhere.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
740	Principle of development	Strongly supports the National Highways proposals. The scheme will improve access from Beercombe to both the A303 and Ilminster and the M5 and Taunton. It will create better and safer access for motorists, cyclists and pedestrians to the other side of the A358. It will provide a much more pleasant and safer environment than at present.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
741	Principle of development	Feels that updates to Southfields roundabout are needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
742	Principle of development	Feels that there does need to be a dualled link road between Southfields and the M5.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
743	Principle of development	Supports the proposed National Highways Scheme and do not agree with the objections to it.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
744	Principle of development	Feels that demolishing the Nexus 25 roundabout is a lack of planning.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A
745	Principle of development	Feels that although some areas need addressing, Henlade and Southfields congestion and some ecognize improvements to access the A358, the overall proposal is too large in scale and not required.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and	N/A

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>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.</p> <p>The stretch of the route between Thornfalcon and Southfields is required for the following reasons: To provide a continuous high quality dual carriageway across the strategic corridor; Improve safety issues; a dual carriageway would improve safety across the route significantly, by reducing the number of local lanes joining the A358 the number of accidents would be ecognize. Journey time reliability; a dual carriageway provides safe overtaking opportunities allowing for higher speeds and faster connections</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	
746	Principle of development	Although agrees a better connection is needed between Taunton & Ilminster, feels that the current proposal exceeds the needs in scale.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
747	Principle of development	States the scheme will not relieve congestion unless the A303 and roundabout are improved first and the M5 Taunton junction/ crossing is sorted. States money spent on this will be more effective for environment	<p>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).</p> <p>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.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and show that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>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.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and show that there will be slight or negligible changes on most local roads, although with some</p>	N/A

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Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>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.</p>	
748	Principle of development	<p>Considers that the scheme needs to be submitted to the Planning Inspectorate as soon as possible. Comments that this will take two years to process, due to it taking too long for the Secretary of State in determining the application much longer than the three months specified. Considers that the scheme needs construction to commence in 2024.</p> <p>Considers that The Department of Transport needs to start planning for the remainder of the A303 dualling schemes to be handled like The A66 North Pennine scheme under 'project speed', which proves this can be done.</p>	Subject to the granting of the DCO, National Highways expects to start works in 2026, and for the road to open for traffic in 2031. National Highways remains committed to this scheme, with the support of central government, who confirmed their pledge to its funding in their second Road Investment Strategy (RIS2), published in March 2020.	N/A
749	Principle of development	Concern regarding an increase in pollution levels.	<p>The Environmental Statement (Document Reference 6.2) sets out the anticipated environmental effects during construction, and confirms that with identified mitigation measures, there would be no significant adverse effects during construction on air quality or noise. National Highways has produced Environmental Statement Appendix 2.1. Environmental Management Plan (EMP) (Document Reference 6.4) as part of the Development Consent Order (DCO) application, which explains how the impact of construction activities on the environment, such as air and noise will be managed. The commitments set out in the EMP are secured through a Requirement in the draft DCO (Document Reference 3.1). The Construction Traffic Management Plan (Document Reference 6.4 Appendix 2.1 Annex B) outlines how construction traffic would be managed.</p> <p>The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). Overall, the scheme is considered to have a beneficial impact on local air quality due to the reductions in Nitrogen Dioxide (NO2) concentrations within the Air Quality Management Area at Henlade.</p>	N/A
750	Principle of development	Concern regarding the impact on, and loss of, agricultural land.	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
751	Principle of development	Objects to the building of the scheme as considers the project does not benefit local people.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	No
752	Principle of development	Considers the scheme unnecessary, overpriced and disruptive. Suggests the A358 should be dualled at Henlade and the approach to Southfields roundabout.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>The stretch of the route between Thornfalcon and Southfields is required for the following reasons: To provide a continuous high quality dual carriageway across the strategic corridor; Improve safety issues; a dual carriageway would improve safety across the route significantly, by reducing the number of local lanes joining the A358 the number of accidents would be ecognize. Journey time reliability; a dual carriageway provides safe overtaking opportunities allowing for higher speeds and faster connections</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	
753	Principle of development	Concern regarding the scale of the scheme- does not feel that anything other than a bypass at Henlade and improvements to Southfields Roundabout are needed.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The stretch of the route between Thornfalcon and Southfields is required for the following reasons: To provide a continuous high quality dual carriageway across the strategic corridor; Improve safety issues; a dual carriageway would improve safety across the route significantly, by reducing the number of local lanes joining the A358 the number of accidents would be ecognize. Journey time reliability; a dual carriageway provides safe overtaking opportunities allowing for higher speeds and faster connections</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	N/A
754	Principle of development	Agrees that work needs to be done at both Southfields and Henlade but suggests that the remainder of the A358 is fit for purpose.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The stretch of the route between Thornfalcon and Southfields is required for the following reasons: To provide a continuous high quality dual carriageway across the strategic corridor; Improve safety issues; a dual carriageway would improve safety across the route significantly, by reducing the number of local lanes joining</p>	N/A

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Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			the A358 the number of accidents would be ecognize. Journey time reliability; a dual carriageway provides safe overtaking opportunities allowing for higher speeds and faster connections Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
755	Principle of development	Suggests should simply by-pass Henlade.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Preferred Route Announcement made in June 2019 was made 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 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 section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. 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
756	Principle of development	Supports provision of a bypass at Henlade, however objects to the need for an over-engineered and expensive dualling 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 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 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 section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. 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
757	Principle of development	Notes West Hatch councillors have maintained view that resolution of Henlade bypass, Junction 25 and Southfields roundabout will solve the A358	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 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		congestion problems and that there is no need to dual from Mattock's Tree Green to Southfields with improved access from local lanes onto the road.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	
758	Principle of development	States many of the scheme's benefits can be achieved by provision of a bypass of Henlade, and online junction safety improvements. States that less than 10% of the traffic on the new road would be heading to and from the M5S, therefore questions why a dual carriageway for east-west traffic across Wessex is needed.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	N/A
759	Principle of development	Proposal that it could be improved bypassing Henlade, improving the access to the A303 at the Southfields roundabout, and improving other junctions along the affected stretch of road.	<p>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.</p> <p>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.</p> <p>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</p>	N/A

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>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.</p> <p>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.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	
760	Principle of development	Notes the two areas that require work are Henlade bypass and Southfields roundabout. Considers further work not required and therefore objects.	<p>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.</p> <p>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.</p>	N/A
761	Principle of development	States only improvements to Southfields roundabout, the M5 junction and a Henlade bypass are needed as the loss of link roads between villages are causing local people to travel extra.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	N/A
762	Principle of development	Feels that the design of the scheme is unnecessarily over-engineered; it appears to be a city motorway, cutting through beautiful countryside.	<p>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.</p> <p>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.</p>	N/A

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Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
763	Principle of development	The new road is over engineered and is a motorway by stealth and thought has not been made for the local residents.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
764	Principle of development	Feels the road needs to be ecognize and made safer but it needs to be a simpler less dramatic design.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	No
765	Principle of development	Concern regarding the consequent and substantial negative impact on our local environments, including wildlife, woodlands and quality of life.	<p>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.</p> <p>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).</p>	N/A
766	Principle of development	Suggests the proposal needs a radical overhaul to focus exclusively on the Henlade and Southfields ends of the road.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A



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			<p>The stretch of the route between Thornfalcon and Southfields is required for the following reasons: To provide a continuous high quality dual carriageway across the strategic corridor; Improve safety issues; a dual carriageway would improve safety across the route significantly, by reducing the number of local lanes joining the A358 the number of accidents would be ecognize. Journey time reliability; a dual carriageway provides safe overtaking opportunities allowing for higher speeds and faster connections</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	
767	Principle of development	The problem is at Ilminster roundabout & Taunton junction 25 – in between is fine!	<p>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.</p> <p>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.</p> <p>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.</p> <p>The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. 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.</p>	N/A
768	Principle of development	Dual carriageway not justified beyond Henlade: improve the junctions instead	<p>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.</p> <p>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.</p> <p>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.</p> <p>The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. 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.</p>	N/A
769	Principle of development	Suggestion to build a bypass for Henlade and improve the junctions at Southfields and at the M5.	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

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			<p>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.</p> <p>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.</p> <p>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.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	
770	Principle of development	Sort Southfields roundabout. Put a 2nd junction at Nexus 25 to the motorway. Finish the A303 to Exeter. Put a viaduct across the valley at Marsh.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	N/A
771	Principle of development	Feels that the local community needs a more efficient road between Taunton & Ilminster.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	N/A

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Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>example by reducing the number of local lanes joining the A358.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	
772	Principle of development	Considers the whole road does not need to be dualled and states that the bypassing of Henlade is essential but could have been achieved by using much of the present dual carriage way.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	N/A
773	Principle of development	Prioritisation of the A358 over to A303 is questionable- would rather see the A303 dualled as it is a far busier road and a problem for users.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	N/A
774	Principle of development	States the A358 should be renamed to be the A303 to give an indication of the preferred route	The scheme is part of the wider A303/A358 corridor and forms one of several planned improvements on the A303/A358 designed to make it easier to travel across the south of England from the M3 to the M5 and beyond. The A358 and A303 are separate schemes and National Highways does not intend to amend the naming convention already established for the separate projects.	N/A
775	Principle of development	Considers it obscene to spend 35-30million unnecessarily on an outdated plan for a road which will ruin communities and an environmentally sensitive	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		area. Suggests funds should instead be directed towards public transport and WCH routes to improve public health.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p>	
776	Principle of development	Objection to the proposed scheme on the basis of its high environmental impact.	<p>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.</p> <p>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).</p>	N/A
777	Road drainage and the water environment	Raises that future predictions indicate that the M5 will be subject to flooding.	<p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure.</p> <p>The FRA has been informed by Environment Agency flood risk mapping and British Geological Society Groundwater flood mapping and includes the M5 as a flood risk receptor.</p> <p>The assessment undertaken in the FRA has identified no significant impacts on flood risk as a result of the Proposed Scheme including on the M5.</p>	No
778	Road drainage and the water environment	States that Radigan Lane, between Stewley and Beercrocombe is subject to flooding, particularly around the point where Venner Water meets Radigan Lane to c.100 yards past the disused railway bridge towards Beercrocombe. States this flooding is caused by the combined volume of water from Venner Water and the other watercourse which exceed the capacity under the tunnel in the old railway embankment, at which point a significant part of the flow is diverted along the road. This makes it impassible for vehicles. Concern that widening the road/ providing additional road surfacing will increase the volume and frequency of flooding. Questions whether the A358 water mitigation consider the diverted water on Radigan Lane. Questions whether the water storage basins in the proposed upgrade are sufficient to prevent flooding caused by runoff from the proposed A358 expansion, both during normal rainfall events and the extreme rainfall events.	<p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure.</p> <p>The FRA has been informed by Environment Agency flood risk mapping, British Geological Society Groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme including Venner Water.</p> <p>The assessment undertaken in the FRA considers any increases in impermeable surfaces required as part of the proposed scheme. The FRA and drainage design also take into account the potential impacts of climate change on flood risk. For Venner Water, the hydraulic modelling identified the requirement for incorporation of replacement flood storage to ensure no significant impacts on flood risk.</p>	N/A
779	Road drainage and the water environment	States that the long term implications of lowering the water table in respect of remaining properties in Stoke Road bridge area be considered as if the soil is clayey that lowering may not show for many years.	<p>An assessment of the potential impacts of the proposed scheme on groundwater levels has been completed as part of the Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2). This has considered short-term and long-term impacts.</p> <p>The implementation of appropriate mitigation measures in the Environmental Management Plan (Document</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>Reference 6.4, Appendix 2.1) will be informed by detailed groundwater risk assessments and will ensure that any dewatering of geological strata to facilitate excavation and construction of cuttings will be minimised both laterally and temporally and protect potential receptors, such as properties along Stoke Road.</p> <p>An assessment has also been undertaken to look at the potential impacts of piled foundations to impede groundwater flows and impact groundwater levels during operation. The assessment has determined that there will be no impacts as design features are not located in areas of significant groundwater flow.</p>	
780	Road drainage and the water environment	<p>Closer to home, we understand that the hedge on the north side of Capland lane (the bit of Capland lane to the west of the A358) is to be included in the scheme and will be maintained by the council or the highways agency (not sure which) to ensure a dormouse corridor. Our property is on the other side of the road to that hedge and we will require that the hedge and the drainage ditch adjacent to it are properly maintained as has been done by the current owners of the hedge. There is also a drainage ditch that runs south from the lane down the western border of our property which will also need to be maintained as it is fed by the same ditch and carries water away from all the properties along the lane. Historic flooding has been avoided by taking proper care of this ditch and we would expect the same care and attention from you that has been taken by the residents along the lane to date.</p>	<p>Hedgerow improvements have been proposed across the length of the scheme to improve the condition of existing hedges for hazel dormouse and other wildlife, in conjunction with new hedgerow planting along the scheme corridor. These improvements largely comprise changes to the existing management regime, such as cutting on a 2-3 year cycle (except for roadside hedges where annual maintenance would be required for health and safety purposes), maintaining a grass verge adjacent to the hedge that is free from pesticide inputs and can act as a wildlife corridor and gap-filling with new planting where appropriate (excluding field accesses). National Highways are seeking to enter into agreement with landowners regarding the proposed hedgerow improvements and ongoing maintenance, which will be discussed further with individual landowners through the Development Consent Order process. However, these measures would not restrict the ongoing maintenance of any associated drainage ditches.</p> <p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme.</p> <p>The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.</p> <p>Maintenance of ditches along the newly constructed A358 will be the responsibility of National Highways where they form part of the National Highways drainage network. All other existing ditches will continue to be maintained by Somerset Council or via riparian owners, as will the maintenance of newly constructed ditches away from the newly constructed A358.</p>	No
781	Road drainage and the water environment	<p>Drainage ditches attached to hedges to be maintained as these are vital to the drainage of the fields to prevent flooding and the fields becoming waterlogged and therefore unusable. Ensuring river under High Bridge does not get blocked as this would lead to flooding.</p>	<p>Hedgerow improvements have been proposed across the length of the scheme to improve the condition of existing hedges for hazel dormouse and other wildlife, in conjunction with new hedgerow planting along the scheme corridor. These improvements largely comprise changes to the existing management regime, such as cutting on a 2-3 year cycle (except for roadside hedges where annual maintenance would be required for health and safety purposes), maintaining a grass verge adjacent to the hedge that is free from pesticide inputs and can act as a wildlife corridor and gap-filling with new planting where appropriate (excluding field accesses). National Highways are seeking to enter into agreement with landowners regarding the proposed hedgerow improvements and ongoing maintenance, which will be discussed further with individual landowners through the Development Consent Order process. However, these measures would not restrict the ongoing maintenance of any associated drainage ditches.</p> <p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme.</p> <p>The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.</p> <p>Maintenance of ditches along the newly constructed A358 will be the responsibility of National Highways where they form part of the National Highways drainage network. All other existing ditches will continue to be maintained by Somerset Council or via riparian owners, as will the maintenance of newly constructed ditches away from the newly constructed A358.</p>	No
782	Road drainage and the water environment	<p>Concerned that the hedge opposite house and at present, owned by our neighbours, will be taken over as insurance to ensure natural animal corridors exist. Water management for the private lane is reliant on the</p>	<p>Hedgerow improvements have been proposed across the length of the scheme to improve the condition of existing hedges for hazel dormouse and other wildlife, in conjunction with new hedgerow planting along the scheme corridor. These improvements largely comprise changes to the existing management regime, such as</p>	No

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		upkeep of the current drain that runs at the base of this hedge, and it is concerning that there is a chance that this drain will become neglected, or worse, removed. Its upkeep must be guaranteed. The guarantee must also include that the drainage system mentioned must continue to direct excess water south to the drainage ditch on the western border of the property, running down to the stream. This was established by the previous owners of the property and the neighbours to prevent surface flooding, and this water management system cannot be compromised by any future land appropriations.	<p>cutting on a 2-3 year cycle (except for roadside hedges where annual maintenance would be required for health and safety purposes), maintaining a grass verge adjacent to the hedge that is free from pesticide inputs and can act as a wildlife corridor and gap-filling with new planting where appropriate (excluding field accesses). National Highways are seeking to enter into agreement with landowners regarding the proposed hedgerow improvements and ongoing maintenance, which will be discussed further with individual landowners through the Development Consent Order process. However, these measures would not restrict the ongoing maintenance of any associated drainage ditches.</p> <p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme.</p> <p>The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.</p> <p>Maintenance of ditches along the newly constructed A358 will be the responsibility of National Highways where they form part of the National Highways drainage network. All other existing ditches will continue to be maintained by Somerset Council or via riparian owners, as will the maintenance of newly constructed ditches away from the newly constructed A358.</p>	
783	Road drainage and the water environment	Disagrees with the closure of Bickenhall Lane to cars as states this is the only exist route out of Hatch that does not flood.	<p>The change in proposals at Bickenhall Lane between statutory and supplementary consultation was made as a result of feedback received at statutory consultation.</p> <p>As a result of discussions with Somerset County Council and flood modelling work undertaken by National Highways, Hatch Beauchamp can be accessed from the Mattock's Tree Green junction via the proposed Village Road link (north) and the existing Village Road.</p> <p>A Flood Risk Assessment, Environmental Statement Appendix 13.1 (Document Reference 6.4) has been undertaken to consider the impact of the proposed scheme on surface water runoff associated with the runoff of rainfall from impermeable surfaces on local properties and roads in line with the National Planning Policy Framework and has identified no significant impacts.</p>	N/A
784	Safety and road accidents	Local Police Force are now running regular speed checks from outside Rapps Lodge in an attempt to reduce the traffic risk (Site ID 232 <a href="https://www.avonandsomerset.police.uk/request/speed-camera-information/mobile-speed-camera-enforcement-schedules/">https://www.avonandsomerset.police.uk/request/speed-camera-information/mobile-speed-camera-enforcement-schedules/</a> for confirmation). Demand the same traffic calming measure as that of Ashill as minimum production	<p>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.</p> <p>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.</p> <p>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.</p>	Yes
785	Safety and road accidents	The junctions onto the A358 are not safe and do need some revisions.	<p>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. Their size and form are 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.</p> <p>Both junctions provide 'all-movements', 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.</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
786	Safety and road accidents	Overall support for the development as it will make the roads safer for the local community, support accessibility and reduce accidents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
787	Safety and road accidents	Support for the scheme's access to and across the dual carriageway at Ashill as considers that it will be safer when the project is completed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
788	Safety and road accidents	Highlights that they provided a previous consultation response in the February 2018 consultation and earlier July 2017 consultation, where they sought incorporation of 'variable message signs' aside both carriageways of the new road, by which to give forewarning of adverse weather conditions, imminent road congestion or other forms of carriageway blockage. Considers these signs that are widely employed on motorways, are a useful adjunct to vehicle drivers and both the M5 and A303 are subjected, not infrequently, to disruption of their traffic flows. Suggests that incorporation of such signs would be helpful.	National Highways acknowledges the response provided. Detailed specifications of signage and developments of the current signage strategy shall be undertaken during the next design stage.	No
789	Safety and road accidents	Suggestion that it should be a 30mph speed limit at Jordan's and Monks Yard and there should be a flashing light as seen through other areas.	National Highways acknowledges the response provided. A 30mph speed limit is proposed on the A358 (west) adjacent to Monks Yard.	N/A
790	Safety and road accidents	The respondent has provided a pdf assessing the closure of Bickenhall Lane Bridge and the use of Cold Road and Higher West Hatch Lane. Notes Higher West Hatch Lane has been a continued problem to local residents and has remained without speed limits or traffic calming measures despite multiple requests. Notes historic collisions have mostly involved RSPCA vehicles and recent installation of an advisory 20mph sign on the most dangerous section has reduced actual vehicle collisions. Respondent provides an overview of the area of concern (see pdf attached) along Cold Road/Higher West hatch Lane. Of concern is the limited visibility (blind bends along the 2.4km stretch of road), narrow width and poor surfacing. Notes the most northerly section of Cold Road forms part of Blackdown Herepath, a long distance bridleway, and is popular with WCH groups.	National Highways acknowledges the response provided.  Response to statutory consultation identified concerns with the suitability of Bickenhall Lane for public vehicular traffic.  Moving the bridge further south places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species.  Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design of the local roads mitigation will continue into the next design stage.	No
791	Safety and road accidents	Highlights that the traffic technical notes models traffic flows in the case of Bickenhall Lane being closed to traffic, and shows a 267% increase in traffic and therefore greatly increases the likelihood of accidents. Notes that in addition, it will become the only feasible route for HGVs heading to Neroche. Notes the increase in HGVs will significant increase likelihood of accidents , in particular for horses who may run into an oncoming vehicle if bolting. Estimates an increase in 300% for probability of dog Walkers and 400% for horse riders.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.  National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.  Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
792	Safety and road accidents	Considers there to be one near-miss accident per week in terms of vehicle-to- vehicle events. Considers once a year there is an event with significant damage and events with minor damage are more likely. In summary, continues the consequence of vehicle to vehicle impacts currently minor in terms of occupants; considers current vehicle to walker or dog impact moderate, and horse to vehicle events currently at the higher end of moderate.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.  National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.  Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts	No

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
793	Safety and road accidents	Concern regarding safety issues.	<p>National Highways has undertaken an appraisal of collision benefit appraisal on the proposed A358 scheme. It shows that with the proposed A358 scheme in place, there is an overall reduction in the number of collisions.</p> <p>Design features such as closing local lane accesses directly onto the A358 have a large benefit due to the reduction in traffic undertaking dangerous right turn movements that cross the A358. Likewise, a central reservation and a second lane to overtake safely also contribute to the collision benefits of the proposed A358 scheme. Design features such as this that have a positive safety impact outweigh the negligible safety impacts along the local lanes due to the proposed scheme, giving the proposed scheme an overall safety benefit.</p> <p>The methodology and results of the safety benefit assessment and the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
794	Safety and road accidents	Concern regarding safety on the A358.	<p>National Highways has undertaken an appraisal of collision benefit appraisal on the proposed A358 scheme. It shows that with the proposed A358 scheme in place, there is an overall reduction in the number of collisions.</p> <p>Design features such as closing local lane accesses directly onto the A358 have a large benefit due to the reduction in traffic undertaking dangerous right turn movements that cross the A358. Likewise, a central reservation and a second lane to overtake safely also contribute to the collision benefits of the proposed A358 scheme. Design features such as this that have a positive safety impact outweigh the negligible safety impacts along the local lanes due to the proposed scheme, giving the proposed scheme an overall safety benefit.</p> <p>The methodology and results of the safety benefit assessment and the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
795	Safety and road accidents	Concern regarding overall safety at Southfields roundabout and Jordan's and Monks Yard	<p>National Highways has undertaken an appraisal of collision benefit appraisal on the proposed A358 scheme. It shows that with the proposed A358 scheme in place, there is an overall reduction in the number of collisions.</p> <p>Design features such as closing local lane accesses directly onto the A358 have a large benefit due to the reduction in traffic undertaking dangerous right turn movements that cross the A358. Likewise, a central reservation and a second lane to overtake safely also contribute to the collision benefits of the proposed A358 scheme. Design features such as this that have a positive safety impact outweigh the negligible safety impacts along the local lanes due to the proposed scheme, giving the proposed scheme an overall safety benefit.</p> <p>The methodology and results of the safety benefit assessment and the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
796	Safety and road accidents	Concern regarding safety and road accidents.	<p>National Highways has undertaken an appraisal of collision benefit appraisal on the proposed A358 scheme. It shows that with the proposed A358 scheme in place, there is an overall reduction in the number of collisions.</p> <p>Design features such as closing local lane accesses directly onto the A358 have a large benefit due to the reduction in traffic undertaking dangerous right turn movements that cross the A358. Likewise, a central reservation and a second lane to overtake safely also contribute to the collision benefits of the proposed A358 scheme. Design features such as this that have a positive safety impact outweigh the negligible safety impacts along the local lanes due to the proposed scheme, giving the proposed scheme an overall safety benefit.</p> <p>The methodology and results of the safety benefit assessment and the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
797	Safety and road accidents	States the safety of Ilton Village needs to be considered	<p>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.</p> <p>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.</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
798	Safety and road accidents	States the current scheme design will increase traffic, increase the mixture of vehicles and increase the time traffic will spend in the rural network and villages. Concerned these changes will increase the likelihood of accidents	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
799	Safety and road accidents	Considers diverting traffic to narrow, hilly lanes, which are popular WCH routes is creating a safety hazard.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
800	Safety and road accidents	Feels that there will be congestion at Southfields, which will cause accidents.	<p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p>	N/A

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801	Safety and road accidents	Concern that crossing at Southfields roundabout with bikes is dangerous due to traffic speeds of 60mph. Suggestion that there should be a speed camera.	The existing shared use path at Southfields roundabout would be widened and a signal controlled crossing provided on the A358 (west) near to the services access. A crossing of the A303 (south) is outside of the scope of the scheme. This road is not being altered by the scheme and the traffic volume using this road will slightly decrease as a consequence of the scheme.	No
802	Safety and road accidents	Concerned congestion on the M5 will be replicated along the A358 and cause safety impacts.	<p>The proposed A358 scheme has been designed to accommodate the average weekday peak hour traffic forecast for 2046 (the design year). As such, in normal conditions, no significant congestion or delays are expected on the A358 between and including Southfields and M5 junction 25.</p> <p>National Highways has undertaken an appraisal of collision benefit appraisal on the proposed A358 scheme. It shows that with the proposed A358 scheme in place, there is an overall reduction in the number of collisions.</p> <p>Design features such as closing local lane accesses directly onto the A358 have a large benefit due to the reduction in traffic undertaking dangerous right turn movements that cross the A358. Likewise, a central reservation and a second lane to overtake safely also contribute to the collision benefits of the proposed A358 scheme. Design features such as this that have a positive safety impact outweigh the negligible safety impacts along the local lanes due to the proposed scheme, giving the proposed scheme an overall safety benefit.</p> <p>The methodology and results of the safety benefit assessment and the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
803	Safety and road accidents	Feels long queues will form at busy times of at least ½ to 1 mile. Drivers will be very frustrated resulting in accidents.	<p>The proposed A358 scheme has been designed to accommodate the average weekday peak hour traffic forecast for 2046 (the design year). As such, in normal conditions, no significant congestion or delays are expected on the A358 between and including Southfields and M5 junction 25.</p> <p>National Highways has undertaken an appraisal of collision benefit appraisal on the proposed A358 scheme. It shows that with the proposed A358 scheme in place, there is an overall reduction in the number of collisions.</p> <p>Design features such as closing local lane accesses directly onto the A358 have a large benefit due to the reduction in traffic undertaking dangerous right turn movements that cross the A358. Likewise, a central reservation and a second lane to overtake safely also contribute to the collision benefits of the proposed A358 scheme. Design features such as this that have a positive safety impact outweigh the negligible safety impacts along the local lanes due to the proposed scheme, giving the proposed scheme an overall safety benefit.</p> <p>The methodology and results of the safety benefit assessment and the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
804	Safety and road accidents	Safety along the A358 would be improved by introducing a 50mph speed limit, since the speed differential with joining traffic would be reduced.	The national speed limit is standard for new all-purpose trunk road dual carriageways and this is proposed for the new A358, however this would reduce to 50mph on the immediate approaches to the Nexus 25 signalised junction to transition into the existing 40mph speed limit at M5 junction 25.	No
805	Traffic calming measures in Ashill village	Concern regarding the volume of traffic through Ashill village.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
806	Traffic calming measures in Ashill village	Request that the suggestion of a slip road for Hatch Beauchamp traffic be considered.	<p>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.</p> <p>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.</p>	No



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807	Transport, traffic flows and access	Feels that there should be less use of cars.	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
808	Transport, traffic flows and access	Feels that public transport provision has not been considered.	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
809	Transport, traffic flows and access	Feels that we need to encourage public transport/rail not roads! This is not needed for local needs and only serves encourages through traffic.	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
810	Transport, traffic flows and access	STOP building roads, improve the rail network.	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
811	Transport, traffic flows and access	We as a country should be investing in public transport.	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
812	Transport, traffic flows and access	Questions whether better bus services will be introduced after the A358 development	Bus stops and services are managed by Somerset Council and individual bus operators.	N/A
813	Transport, traffic flows and access	States to mitigate the loss of access to the A358 by the Neroche district National Highways must provide access to the dualled A358 via Bickenhall Lane.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	No
814	Transport, traffic flows and access	Considers the proposal limits access to the A358 by the Neroche district to solely Staple Fitzpaine Road via the service road or West Hatch Lane via MTG junction, routes that are difficult for normal traffic and unsuitable for HGVs and large farm vehicles. To mitigate this loss of access states access to the dualled A358 via Bickenhall Lane should be provided	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.  Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
815	Transport, traffic flows and access	Since 2017 communities situated between Thornfalcon and Ashill have pressed to have a junction between Ashill and Hatch Beauchamp. The fundamental benefit of such a junction is that local traffic would not have to travel through either Hatch Beauchamp or Ashill and neighbouring lanes to access the dualled A358. The A358 SAR recorded that a junction south of Hatch Beauchamp could mitigate the adverse impact of the dualling scheme. However, it was omitted from the Preferred Route following a high-level cost cutting exercise	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.  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	No

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			network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
816	Transport, traffic flows and access	Suggests that any congestion could be reduced by creating better management of existing junctions through slip roads.	<p>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.</p> <p>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.</p>	No
817	Transport, traffic flows and access	Requests access onto the A358 is increased, especially near Bicknehall Lane. Notes there is a large number of vehicles that access the A358 from the southern villages and also commercial traffic that travels along New Road and Bickenhall Lane.	<p>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.</p> <p>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.</p>	No
818	Transport, traffic flows and access	Suggests alternative proposal of building a link road connecting Haydon lane with the A358 would mean that traffic would not leave the new road at Mattocks Tree for the old road, but could remain on the new road until reaching the Nexus junction, so improving traffic flow and negate the need for vehicles to accessing the Blackdown Hills, Blackbrook and south Taunton having to do so via Toneway.	<p>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.</p> <p>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.</p>	N/A
819	Transport, traffic flows and access	Considers the lack of a high-speed junction with the M5 will be problematic for traffic flow in the long term.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
820	Transport, traffic flows and access	Feels the fundamental solution for traffic problems in the Southwest should include the dualling of the A303 from Southfeilds roundabout up onto the Blackdowns and on into Devon. This would certainly reduce the traffic along the A358.	<p>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.</p> <p>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.</p>	No



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			<p>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.</p> <p>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.</p> <p>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.</p>	
821	Transport, traffic flows and access	Feels a key issue is the relief for Henlade and that is addressed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
822	Transport, traffic flows and access	Agrees that Henlade should be bypassed. This, together with a well designed interface with the nexus area would solve most of the present problems at this end of the A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
823	Transport, traffic flows and access	Supports the bypassing of Henlade to help with local traffic and congestion for residents.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
824	Transport, traffic flows and access	Requests a strategic planning sign before Southfields roundabout to give through traffic warning of blockage on the M5, providing the option of remaining of staying on the A303.	National Highways acknowledges the response provided. Detailed signage specification and development of the current signage strategy shall be undertaken at the next design stage	No
825	Transport, traffic flows and access	States there is problems with drivers speeding and overtaking through Henlade and there have been a number of incidents which have and have not been reported.	<p>National Highways acknowledges the response provided. The scheme includes a bypass of the existing A358 passing through Henlade and this will improve the congestion and air quality issues currently experienced in the village.</p> <p>The proposed scheme seeks 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.</p> <p>Accident data has been obtained from Stats-19 a collection of all road traffic accidents that resulted in a personal injury and were reported to the police within 30 days of the accident. The data used covers the period 2015-2019</p>	N/A
826	Transport, traffic flows and access	<p>Challenges the National Highways figures in projected traffic and traffic movements between Ashill junction and Ashill Village due to</p> <ul style="list-style-type: none"> <li>• Traffic using the road between the two westbound slip roads at the Ashill junction and the new Broadway/Thickthorne junction is shown as 1976 additional movements on the map</li> <li>• The movements using the Broadway/Thickthorn link road being 22.</li> <li>• There are no other turnings on or off the road to Ashill therefore the figures should read and increase of 1954. The web map shows only an increase of 543. Questions what has happened to the missing 1411 vehicle movements.</li> <li>• Questions why the scheme would alter traffic through Donyatt</li> </ul> <p>Considers the physical survey of traffic movement into Hatch Beauchamp east from the Ilminster direction and out of Hatch Beauchamp east towards Ilminster will give a more realistic assessment of traffic that will eventually pass through Ashill.</p>	<p>National Highways acknowledges the stated figures as being correctly quoted but are misinterpreted.</p> <p>To compare the traffic flow between roads with the scheme in place and without the scheme in place, the road must exist both with and without the scheme in place. As Ashill junction does not exist without the scheme in place, there is nothing to compare the traffic flow to, hence the "Without-scheme" numbers being zero for the links that make up Ashill junction. Note for example that the "With scheme" numbers are consistent with each other, but the "Without scheme" numbers are not, Ashill junction not existing without the scheme in place.</p> <p>Regarding the increase in traffic through Donyatt, this is due to traffic from south of the A358 choosing to use the A358 corridor to access destinations to the north like Taunton, rather than alternative routes such as those via Castlemain or Staple Hill. This is because of the improved journey times and congestion predicted with the proposed scheme in place.</p> <p>Observed data such as Automatic Traffic Counts, Manual Classified Counts, and mobile phone data have fed into the model to ensure that the traffic predictions are as accurate as possible.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
827	Transport, traffic flows and access	Address the need for Ilminster Bypass to upgraded to a Dual Carriageway to remove the bottleneck and the number of accidents on this section of road	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy	No

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			<p>(RIS3) period (2025-2030).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
828	Transport, traffic flows and access	Feels that traffic on the A303 is the main concern rather than the A358- asks whether any consideration been given to reducing the traffic flows joining the roundabout from both directions of the A303 and whether a slip road be planned which connects traffic coming from the direction of Chard and wishing to travel north on the A358 being able to avoid the roundabout. Additionally suggests it may be possible for thru traffic on the A303 be routed over a bridge or perhaps an underpass.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
829	Transport, traffic flows and access	Considers the traffic modelling to be wrong which is proven by the need to redesign the Nexus roundabout.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
830	Transport, traffic flows and access	Suggests traffic congestion at Southfields roundabout, joining the A303, will be exacerbated with increased speeds notwithstanding proposals for an additional slip lane.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
831	Transport, traffic flows and access	Feels that it will do nothing to alleviate congestion at the M5 J25 interchange.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
832	Transport, traffic flows and access	Concern that if a High-speed connection to the M5 was necessary in 2017 to ensure free flowing traffic in peak conditions, and that in the original design there was predicted to be a 9.5 minutes delay in entering junction 25 from the then link road with only the Taunton bound traffic (the long distance traffic continuing on the main Dual carriageway) questions what has changed. Is this due to reduced scope and cut of budgets.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
833	Transport, traffic flows and access	Feels that the proposed work will not alleviate the current situation of traffic build up at peak times at and under the M5 at junction 25. Which is the major problem.	<p>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.</p>	N/A

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
834	Transport, traffic flows and access	There is already a marked increase of all users of the roads since Covid overtook, which is the past 20 months. All of your research is pre-covid!	<p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Covid-19, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
835	Transport, traffic flows and access	Objects to the project as considers it based on historical traffic flow data which cannot be used to justify future projects as the parameters have now changed.	<p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Covid-19, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
836	Transport, traffic flows and access	Feels that road improvements create more vehicles on the road. This will lead to far more traffic on a busy M5 which often turns into a car park.	<p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. The traffic modelling of the new proposed A358 scheme design suggests that the change in traffic flow on the M5 would be an increase of 2-3% with the proposed A358 scheme in place. This is a very small increase in traffic due to the scheme and is unlikely to have any significant impact on the operation of the M5. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). The proposed scheme also includes improvements to M5 junction 25 which will accommodate the extra traffic forecast to use the junction as a result of the scheme.</p>	N/A
837	Transport, traffic flows and access	Considers the scheme will worsen traffic congestion on the M5 as it will increase traffic going onto it.	<p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. The traffic modelling of the new proposed A358 scheme design suggests that the change in traffic flow on the M5 would be an increase of 2-3% with the proposed A358 scheme in place. This is a very small increase in traffic due to the scheme and is unlikely to have any significant impact on the operation of the M5. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). The proposed scheme also includes improvements to M5 junction 25 which will accommodate the extra traffic forecast to use the junction as a result of the scheme.</p>	N/A
838	Transport, traffic flows and access	Concerned that the proposals will increase the amount of traffic on the M5 which is already overcrowded	<p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. The traffic modelling of the new proposed A358 scheme design suggests that the change in traffic flow on the M5 would be an increase of 2-3% with the proposed A358 scheme in place. This is a very small increase in traffic due to the scheme and is unlikely to have any significant impact on the operation of the M5. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). The proposed scheme</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			also includes improvements to M5 junction 25 which will accommodate the extra traffic forecast to use the junction as a result of the scheme.	
839	Transport, traffic flows and access	Notes the traffic flow Webmap shows a significant increase in traffic on the M5 and queries what improvements are suggested to allow the M5 to accept the increased traffic that usually would use the A303. Concerned that without improvements the scheme will bring fewer benefits.	National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. The traffic modelling of the new proposed A358 scheme design suggests that the change in traffic flow on the M5 would be an increase of 2-3% with the proposed A358 scheme in place. This is a very small increase in traffic due to the scheme and is unlikely to have any significant impact on the operation of the M5. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). The proposed scheme also includes improvements to M5 junction 25 which will accommodate the extra traffic forecast to use the junction as a result of the scheme.	No
840	Transport, traffic flows and access	Considers traffic modelling is out of date as states with the recent change in ownership of the agricultural land around Neroche there is a much more dynamic rural economy producing considerably more traffic	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
841	Transport, traffic flows and access	Suggests constructing bridges in selected locations so local traffic does not need to join the main road and to retain access points to prevent rat running through quiet and peaceful lanes.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>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.</p> <p>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.</p>	No
842	Transport, traffic flows and access	Concern around traffic flow for locals who use roads which will no longer be in use. Notes that something should be done to manage congestion at the A303 and current proposals do not alleviate the key issues.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
843	Transport, traffic flows and access	<p>It is predicted that there will be up to 400 extra cars per day through the village. The road is not suitable and not wide enough to accommodate so many vehicles, particularly HGVs and caravans etc. the road is wide enough at the nags head but there is a narrow bridge at Ash and the road narrows significantly at slough green park and narrows further through the village and past the farmers arms. There are not enough passing places. Previous local road closures have given an insight into predicted traffic levels and have caused significant road blockages to the extent that some residents have had to open their gates onto private drives to alleviate gridlocked traffic jams. The vehicle counter on Bickenhall road was disconnected so did not give a true representation of the traffic numbers.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>The data used for the traffic modelling process has not come from the 2019 traffic survey carried out at Bickenhall Lane. The traffic data for local roads was collected in 2017.</p>	N/A
844	Transport, traffic flows and access	<p>Concerned about the access from Thickthorn Lane onto the Broadway Street Link, particularly Google maps sending non-local drivers down it or Windmill Hill Lane in the case of a traffic jam. The roads are narrow and there would be chaos. Asks if there is a way that all SAT navigations can have those two roads removed as an alternative? Alternatively, I access of Thickthorn Lane onto Broadway Street Link should be closed.</p>	<p>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.</p> <p>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.</p>	No

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
845	Transport, traffic flows and access	States there is currently rat running on local roads which are not wide enough to accommodate this.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
846	Transport, traffic flows and access	Local roads becoming rat runs with cars horses and cyclists battling for the same single carriageway space.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
847	Transport, traffic flows and access	The road has a National speed limit which passing traffic will strive to achieve with little regard for local residents. The local networks of roads will become rat runs including past Thurlbear school (which also has a speed limit of 60mph).	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
848	Transport, traffic flows and access	It will create rat-runs on tiny roads with no passing places, no pavements, no speed limits, with children, pets, horses, cyclists, holidaymakers, pedestrians, dogwalkers, hikers, scouts, runners.	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.	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
849	Transport, traffic flows and access	Feels that the plans will increase rat-running.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
850	Transport, traffic flows and access	Concern regarding rat-running by people unfamiliar with county roads.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
851	Transport, traffic flows and access	States consideration should be had for limiting traffic along Thickthorn Lane or traffic calming to avoid it being used as a rat run.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
852	Transport, traffic flows and access	Concern regarding the lack of opportunities to join the A358 from the villages, leading to funnelling of traffic and potential for rat runs.	<p>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</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
853	Transport, traffic flows and access	Concern regarding traffic stacking as far as the Ashill junction or beyond if not mitigated.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
854	Transport, traffic flows and access	Concern that the A358 Expressway will simply create even more congestion more quickly than currently and that there is nothing here to ease local traffic wishing to cross or avoid the intersection.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
855	Transport, traffic flows and access	Considers the closure of existing crossing points will increase local mileage and redistribute traffics to smaller roads, causing congestion and safety issues.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
856	Transport, traffic flows and access	<p>Concern as the new scheme will cause more miles to my journeys, either using cross country lanes ( Higher West Hatch Lane and Cold Road ) which are both totally unsuitable or to divert through Hatch Beauchamp which would cause extra road traffic through this quiet village trying to access villages on the west side of the new A358.</p> <p>The links across this road east to west and west to east have been ill thought out and with no direct access onto the A358 makes access for these villages challenging, time and petrol consuming.</p>	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>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.</p>	No
857	Transport, traffic flows and access	<p>Considers the project takes away from local people and the local environment. Notes few people live on the A358 however they value the connectivity it brings. Concerned that in the future there will be added reason for traffic to travel down small local roads. Considers the calculations that show improved journey times do not reflect local journeys which will have increased inconvenience.</p>	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
858	Transport, traffic flows and access	<p>Feels that there will be major congestion in villages on either side of the A358 between Southfields roundabout and Henlade with interruption of road access between villages on either side of the A358.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	No
859	Transport, traffic flows and access	<p>The locals will have to drive much further to get anywhere. There must be bridges and sliproads for us. How much longer will it take to get emergency vehicles to us. It could be life or death. The elderly will be afraid to use it. So they have to drive miles round on the back lanes or get lifts. Their independence taken away. We don't need any more traffic on the lanes.</p>	<p>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.</p> <p>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</p>	No

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
860	Transport, traffic flows and access	Considers the new alterations and improvement on the original plan but still insufficient. Considers that with improvements it will still be difficult to move around locally due to closed and congested routes.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
861	Transport, traffic flows and access	If this is truly a dual carriageway scheme, villages on either side should have slip road access on to the new A358, this will alleviate rat runs and keep the connections across the road as currently exist.	<p>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.</p> <p>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.</p>	No
862	Transport, traffic flows and access	The loss of historic accessibility to the A358 will necessitate long diversions along unclassified and C class rural lanes and roads.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
863	Transport, traffic flows and access	Access to houses on the road will be affected and should emergency services be required, the increased volume of traffic up and down this road will cause difficulties for any emergency vehicles needing to get through; a huge concern for our elderly and frail neighbours!	<p>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.</p> <p>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.</p>	N/A

Row ID	Topic	Matters raised in response to consultation	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).	
864	Transport, traffic flows and access	I travel to work in Taunton everyday. This scheme would add time and cost to my journey and have both a negative impact on the environment as well as my financial situation, health and wellbeing.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
865	Transport, traffic flows and access	Tired of National Highways outright lying to in their documentation. Their own data shows all local trips having increased travel time, but they say this how scheme is to improve connectivity and that just can't be true.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
866	Transport, traffic flows and access	The development will hinder journeys, cause navigation of new junctions and impact on overall journey times. It will also cause more traffic through the villages.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
867	Transport, traffic flows and access	Considers proposals divert local traffic away from the dual carriageway and this will increase local journey times. This will have greater inconvenience and cost to residents and additional environmental impacts.	<p>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.</p> <p>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</p>	N/A



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
868	Transport, traffic flows and access	Considers the scheme will increase milage for local residents	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
869	Transport, traffic flows and access	States cutting off access to the A358 for a lot of communities will increase our journey times, create rat runs through villages and increase traffic noise due to increased vehicle speed and volume.	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
870	Transport, traffic flows and access	Concern that large vehicles (HGVS, horse boxes etc) that will be forced to travel through Hatch Beauchamp village.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
871	Transport, traffic flows and access	Requests that there is no further increase in traffic through Hatch Beauchamp Village and local roads as a result of the A358 dualling scheme.	<p>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.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p>	
872	Transport, traffic flows and access	Concern regarding increased traffic and that Hatch Beauchamp will become a rat-run.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
873	Transport, traffic flows and access	Concern regarding increased traffic along Village Road in Hatch Beauchamp.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
874	Transport, traffic flows and access	Concerned about the impact on local roads- does not want to see traffic calming or passing places. Raises that the communities that live in these areas like the roads as they are. Notes that the proposed road is giving less access points to join it thus funnelling country traffic along unsuitable roads and concentrating the activity from many junctions to just 2.	<p>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.</p> <p>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.</p> <p>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</p>	No



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
875	Transport, traffic flows and access	Concern regarding increased traffic in the local area.	<p>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.</p> <p>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.</p> <p>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.</p>	No
876	Transport, traffic flows and access	Concerned increased volume of traffic from local villages will be funnelled down Higher West Hatch Lane which is very narrow with few passing places. Considers Stoke Hill will also see an increase in traffic, leading to congestion on the steep hill.	<p>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.</p> <p>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.</p> <p>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.</p>	No
877	Transport, traffic flows and access	Considers the proposed passing places on Broadway Street demonstrate that the traffic flow and volumes that will be channelled along this single carriageway lane as a result of the knock on effects of a poorly designed scheme at Southfields, will cause a significant increase in traffic along the lane.	<p>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.</p> <p>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.</p> <p>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.</p>	No
878	Transport, traffic flows and access	The proposed changes will create problems in narrow lanes not able to accommodate extra traffic to the detriment of local residents walkers riders and cyclists	<p>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.</p> <p>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</p>	No

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>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.</p>	
879	Transport, traffic flows and access	Concern regarding the increase in the volume of traffic.	<p>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.</p> <p>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.</p> <p>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.</p>	No
880	Transport, traffic flows and access	Concern regarding the increased levels of traffic.	<p>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.</p> <p>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.</p> <p>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.</p>	No
881	Transport, traffic flows and access	Concern that the traffic flow webmap does not show the impact of the increase traffic flow along the single track Thickthorn Lane. States this will be the most direct route for vehicles between the new A358 and Wood Road – specifically the Flying fish pub and Forest Business Park. Concern the Forest Enterprise Park has not been considered within the traffic modelling.	<p>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.</p> <p>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.</p> <p>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.</p>	No



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
882	Transport, traffic flows and access	Considers Thickthorn Lane is unsuitable for an increase in traffic as it is a single track lane with little opportunity for vehicles to pass, there are several farms along the lane where cows cross regularly and other animals	<p>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.</p> <p>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.</p> <p>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.</p>	No
883	Transport, traffic flows and access	Concerned that Suggs lane will be a highway in 13 months time, and it will be unbearable and unsafe for residents. Highway code rules state that 1.5 m must be given in space when overtaking, which is impossible legally.	<p>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.</p> <p>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.</p> <p>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.</p>	No
884	Transport, traffic flows and access	Feels that the proposals are detrimental for local traffic access to the A358 and would increase traffic on local lanes inadequate for more traffic.	<p>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.</p> <p>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.</p> <p>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.</p>	No
885	Transport, traffic flows and access	Feels the plans are pushing local traffic that is trying to connect with the A358 through villages, particularly Hatch Beauchamp and Ashill, past schools and residential areas and through single track lanes prone to flooding.	<p>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.</p> <p>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.</p>	No

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
886	Transport, traffic flows and access	Concerned about increased traffic on surrounding lanes.	<p>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.</p> <p>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.</p> <p>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.</p>	No
887	Transport, traffic flows and access	Unnecessary huge increase in rat run local traffic on roads that were never designed to accommodate the increase.	<p>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.</p> <p>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.</p> <p>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.</p>	No
888	Transport, traffic flows and access	Concern that the development will drive cars onto the back roads, will encourage more traffic through Ilminster to reach Langport area, and make it harder to access Taunton.	<p>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.</p> <p>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.</p> <p>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.</p>	No
889	Transport, traffic flows and access	Concerned about the increase in traffic and local roads.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.	No



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p>	
890	Transport, traffic flows and access	Considers it is not acceptable that there should be increased traffic through the village lanes surrounding the new road. If this is the case then the design of the road is clearly flawed, the vehicle counting mechanisms have not given a true representation of the traffic and engineers have not recognized this themselves sufficiently with the narrow, twisty lanes that are used for much more than traffic.	<p>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.</p> <p>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.</p> <p>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.</p>	No
891	Transport, traffic flows and access	Notes the minor road from Ash Road to Stoke St. Mary is unable to carry this volume of traffic and will result in delays, tail backs, frustration and accidents. Notes it is used by horse riders and cyclists and is an essential link to Thurlbear School. Notes traffic 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.	<p>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.</p> <p>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.</p> <p>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.</p>	No
892	Transport, traffic flows and access	Concerned about access to the A358 from Curland and considers the proposed use of minor single track roads are not safe or convenient due to a lack of passing places, poor visibility, and slow due to vehicles in opposing directions. Questions whether additional passing places will be provided.	<p>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.</p> <p>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.</p> <p>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</p>	No

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			network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
893	Transport, traffic flows and access	Considers the scheme will not ease the current level of traffic and will increase the volume, speed and noise of traffic.	<p>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.</p> <p>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.</p> <p>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.</p>	No
894	Transport, traffic flows and access	States the scheme will result in rat running along unclassified C roads which are poorly maintained, have uncleared gullies, limited cutting of road hedges and verges. Network is very dark,.	<p>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.</p> <p>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.</p> <p>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.</p>	No
895	Transport, traffic flows and access	Concern regarding increased traffic flows through Ilminster and lack of mitigation to limit this.	<p>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.</p> <p>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.</p> <p>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.</p>	No
896	Transport, traffic flows and access	Concerned local traffic will be stopped from accessing towns if there is any congestion.	<p>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.</p> <p>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</p>	No



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p>	
897	Transport, traffic flows and access	Concerned the proposals have shown that no traffic relief is to be provided to Lower Henlade, Haydon and Stoke St Mary and concerned NH has not properly understood the traffic flows into Taunton.	<p>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.</p> <p>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.</p> <p>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.</p>	No
898	Transport, traffic flows and access	Concern about the reinstatement of Griffin Lane as considers this is unsuitable for vehicle use on a regular basis. States Griffin Lane is unsuitable for an increase in traffic due to the presence of agricultural vehicles.	<p>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.</p> <p>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.</p> <p>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.</p> <p>Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.</p>	N/A
899	Transport, traffic flows and access	Concern regarding rat-running on Griffin Lane.	<p>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.</p> <p>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.</p> <p>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</p>	N/A

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.</p>	
900	Transport, traffic flows and access	Suggests that Griffin lane is not a suitable choice for cars.	<p>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.</p> <p>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.</p> <p>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.</p> <p>Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.</p>	N/A
901	Transport, traffic flows and access	States the technical traffic note does not include information of a 9.5 minute delay entering J25 from the link road.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the operation of the proposed A358 scheme and its junctions. It is not anticipated that there will be a 9.5 minute delay on any part of the A358 scheme or surrounding area with the scheme in place under average weekday traffic conditions, even to 2046. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
902	Transport, traffic flows and access	Feels there is no good reason why this road is needed we are at a cross roads and future traffic needs are unpredictable as we enter a carbon neutral future.	<p>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.</p> <p>National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.</p> <p>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.</p>	N/A
903	Transport, traffic flows and access	States the scheme will increase traffic which not compatible with the need to reduce traffic to achieve net zero	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	N/A



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			<p>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.</p> <p>National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.</p> <p>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.</p>	
904	Transport, traffic flows and access	The road will encourage even more traffic at a time when we should be reducing the number of cars on the road, not inviting more. The only benefit to the proposal is to cut a few minutes off getting to the M5 and creating a bypass for Henlade. Traffic that might have travelled on the A30 is more likely to use the A358 to get to the M5 and to Exeter if it saves a few minutes so in a short time the volume will increase, just as it has increased exponentially since the Hatch Beauchamp bypass was created.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A
905	Transport, traffic flows and access	Concern regarding the increased volume of traffic- It adds a large amount of extra space for traffic which will cause more traffic to use the route, in effect 'induced traffic'. The scheme is completely out of kilter with our (the country's, the planet's) need for us to reduce traffic.	<p>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.</p> <p>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.</p> <p>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.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business</p>	N/A

Appendix Table 8.11 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

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>National Highways acknowledges your comments on the effect of the scheme on climate change. Environmental Statement Chapter 14 Climate (Document Reference 6.2) contains an assessment of the impacts of the scheme. The climate assessment considered impacts over a 60-year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). In all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.</p>	
906	Transport, traffic flows and access	We should be providing DEDICATED cycle routes so that the reliance on motor/electric vehicles will be reduced.	<p>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.</p> <p>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.</p>	No
907	Transport, traffic flows and access	Concern that the proposals of accessing Taunton gateway Park and Ride mean people coming up from Ilminster will have to decide at Mattocks Tree Green if they want to access that service and then drive through Henlade to reach it.	<p>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.</p> <p>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.</p> <p>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.</p>	N/A
908	Transport, traffic flows and access	Concern regarding the increase of traffic lanes from two to six.	The proposed A358 scheme is designed to be a high quality dual carriageway and as such has two lanes in each direction for most of its length, with the exception of extra lanes when approaching junctions.	N/A
909	Transport, traffic flows and access	Concern regarding safety of access from Ilminster onto the Southfield roundabout due to traffic from London travelling West along the Ilminster by-	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	No

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		pass (A303) at speed, which might result in drivers taking risks. Request that traffic slowing mitigation be put in place.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the <a href="#">Combined Modelling and Appraisal Report (Document Reference 7.4)</a>.</p>	
910	Transport, traffic flows and access	Request to consider congestion reduction methods on the Southfield roundabout with traffic on the A303 coming east from Exeter combining with traffic from the dualled A358 from Taunton, merging on the single lane A303 Ilminster Bypass to London.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the <a href="#">Combined Modelling and Appraisal Report (Document Reference 7.4)</a>.</p>	N/A
911	Transport, traffic flows and access	Feels that the Southfields roundabout would remain as a bottleneck junction of five major flows of traffic, the proposed scheme will not address the status quo at the east end.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the <a href="#">Combined Modelling and Appraisal Report (Document Reference 7.4)</a>.</p>	N/A
912	Transport, traffic flows and access	Traffic will be more difficult at the Southfields roundabout- this should be reviewed.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
913	Transport, traffic flows and access	Concerns for the need for improved and upgrade ecogniz to Southfield Roundabout	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
914	Transport, traffic flows and access	Concerned about the Southfields roundabout as states the traffic will remain hazardous and slow.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
915	Transport, traffic flows and access	States the scheme does not solve the problem with traffic flow at Southfields roundabout as the Ilminster bypass is not part of this scheme.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
916	Transport, traffic flows and access	Concern regarding congestion and lack of information on mitigation in this area.	<p>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).</p>	N/A



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			<p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
917	Transport, traffic flows and access	Suggests there should be a flyover at Southfields roundabout to ease congestion.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
918	Transport, traffic flows and access	Suggests that no amount of fiddling here will sort out the main problem which is the East bound A303 2 into 1 lane system. This leads to a backup of traffic to the roundabout, which then backs up the A358. If this were sorted then the rest of the A358 is able to cope with the existing traffic flow.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
919	Transport, traffic flows and access	Feels that congestion should be rectified at Southfields and Henlade.	<p>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.</p> <p>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.</p> <p>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</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
920	Transport, traffic flows and access	Feels something needs to be done at the Southfields roundabout to prevent the A358 from becoming a two lane car park.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
921	Transport, traffic flows and access	Considers the installation of traffic lights and provision of a pedestrian/cyclist crossing will cause delays and backlogs. Notes the stretch of the A358 is heavily used and congested.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
922	Transport, traffic flows and access	Considers the proposed widening of the approach of the A358 to Southfields Roundabout from 1 to 2 lanes at Ilminster, the installation of traffic lights and installation of a WCH crossing will cause delays and backlogs at Southfields Roundabout. Concerned design does not reflect the heavy traffic along this section of the A358 and does not take into account the additional traffic at the drive through takeaway which backs onto the A358 at peak times, blocking access to Horton Cross Nursing Home. Considers the current proposals for Southfields roundabout will lead to even greater congestion on all the approach roads and will increase safety risks. This, in turn, will encourage rat runs and shortcuts through Sea, Donyatt, Horton and Broadway by vehicles wishing to avoid the congestion at the roundabout.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to</p>	N/A



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			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).	
923	Transport, traffic flows and access	Feels that fixing the problems at Southfields Roundabout should be the main purpose of the scheme. Suggests that there are major congestion issues when the Ilminster by pass backs up into the roundabout.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
924	Transport, traffic flows and access	Most of the residents in this area recognize that traffic levels have outgrown the current A358 design when the villages of Ashill and Hatch Beauchamp were bypassed in the 1980's. However, most of the traffic issues are caused by constriction at the Southfields roundabout.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
925	Transport, traffic flows and access	There is no point upgrading the A358 unless Southfields roundabout and Junction 25 are upgraded first, and properly. Southfields/Ashill is a huge bottleneck with the existing road – tailbacks would double if the proposed plan goes ahead, unless Southfields is upgraded concurrently. From what I understand, the required upgrades to Southfields are not covered in scope of this consultation – this needs much broader public engagement before a decision could be made.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
926	Transport, traffic flows and access	Feels that the congestion at Southfields roundabout could be managed more economically.	Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030).	N/A

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			<p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
927	Transport, traffic flows and access	Major delays and dangers for drivers exist with the present wholly inadequate provision at Southfields roundabout. The proposals make no persuasive case for its re-design and such a lack seriously diminishes the value of the case being made for the through dualling. Traffic will most likely arrive faster and in greater volume at Southfields.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
928	Transport, traffic flows and access	The congestion currently is mainly at or near Southfields roundabout. It should be possible to provide a slip road for traffic heading from Taunton onto the A303 towards Yeovil/ London to bypass this junction.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
929	Transport, traffic flows and access	Feels should add an additional lane going east at the Southfields roundabout. However, the section between Southfield roundabout and Henlade village does not require a dual carriage way as the traffic flow is good and with very few accidents on this section.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A



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930	Transport, traffic flows and access	Feels that the Southfields roundabout problems have not been addressed under this proposal and there will still be a queue of traffic backing up to the Ilton junction. Henlade to Taunton area does need improving but just sort out the Southfields roundabout.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
931	Transport, traffic flows and access	The scheme proposed is flawed in that the road junction in particular by the Southfields roundabout not being able to clear it's traffic and promoting tailbacks along the length of our road.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
932	Transport, traffic flows and access	Feels that much of the congestion could be alleviated by altering the Southfields roundabout by having dedicated feeder lanes to the A303 and possibly a flyover for the through traffic.	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
933	Transport, traffic flows and access	The Southfields roundabout needs major alteration for improved accessibility, as does the Taunton end of the A358 to avoid the congestion in Henlade.	<p>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).</p> <p>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.</p>	N/A

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			National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
934	Transport, traffic flows and access	Concern there is no provision on the new dual carriageway for public transport.	Public transport routes are not significantly changed by the scheme. It is expected that public transport will benefit considerably from the reduced traffic along routes such as the current A358 through Henlade, and where appropriate can benefit from the faster speeds along the dual carriageway.  The dual carriageway itself does not provide for public transport as it is not expected that public transport would travel directly on the dual carriageway where it needs to pick up and drop off users. Typically this is only provided for on dual carriageways in urban areas where lower speed limits are present.	N/A
935	Transport, traffic flows and access	Feels that Southfields roundabout could be improved for safety and traffic flow by the addition of traffic lights as at junction 25.	Signalisation of Southfields roundabout is not possible due to how close together the arms of the roundabout are, which provides very little space for vehicles to queue on the circulatory. The M5 junction 25 is approximately twice as large as Southfields roundabout, and has a very different spacing of arms and profile of flows through the junction.	No
936	Transport, traffic flows and access	Considers the majority of traffic will still use the A303 through the Blackdown Hills to the M5 at Exeter as the road is 8 miles shorter and would save a commuter approximately 100 miles a week. Notes this extended route to access Exeter via A358/Taunton rather than the A303 is not environmentally sensible.	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
937	Transport, traffic flows and access	States the number of accidents will increase as a result of the scheme increasing traffic, the mixture of vehicles and the time traffic will spend in the rural network.	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.  The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
938	Transport, traffic flows and access	The current scheme design will increase traffic, increase the mixture of vehicles and increase the time traffic will spend in the rural network and our villages. All these changes increase the likelihood of accidents.	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.  The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
939	Transport, traffic flows and access	The increase in traffic will prove dangerous to both children and care home residents putting the safety of vulnerable people at risk.	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.  The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A



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940	Transport, traffic flows and access	Feels increased traffic will be dangerous.	<p>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.</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
941	Transport, traffic flows and access	Concern regarding overall safety due to increase in traffic.	<p>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.</p> <p>The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
942	Transport, traffic flows and access	Does not feel the volume of traffic warrants the scale of the scheme.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A
943	Transport, traffic flows and access	States the scheme should consider the impact on rat running on local communities if no provision of access to the roads and routes into South Taunton is considered	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
944	Transport, traffic flows and access	Objects to modelling suggestions that the realigned tie in of Ash Road to the Mattocks Tree Green Junction will reduce traffic on the minor road through Stoke St. Mary. Believes that when access to Greenway Lane is severed, the vast majority of traffic using that short cut, will transfer to Ash Road.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios</p>	No

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		Notes the current use of Haydon Lane proves that drivers will use poorly aligned, narrow roads to reach destinations on the south side of Taunton.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
945	Transport, traffic flows and access	Highlights need to consider and address proposals for the Ash Road rat run.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
946	Transport, traffic flows and access	Concerned proposals have no initiative to eliminate the rat runs at Hayden and Stoke St Mary. Suggests choke points, weight restrictions and signage/controls that restrict access to local traffic only are required.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>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.</p> <p>The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of</p>	No



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			<p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
947	Transport, traffic flows and access	Concerned level of traffic use on Bickenhall Lane is under represented as the traffic counter was disconnected for most of the period when traffic flow was being recorded. Concerned traffic modelling engineers have dismissed this as inconsequential.	<p>The data used for the traffic modelling process has not come from the 2019 traffic survey carried out at Bickenhall Lane. The traffic data for local roads was collected in 2017.</p> <p>The methodology and results of the traffic modelling (including data collection) is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
948	Transport, traffic flows and access	Queries the adequacy of the traffic flow webmap. Concerned the traffic flow webmap shows a neutral flow of traffic to Nexus and considers this should not be the case. Queries how this has been taken into account in the design. Notes the Webmap shows a significant increase in Stoke Road however the flow on the road at Lower Henlade appears to be neutral, queries where the additional traffic goes to/from if joining roads remain neutral. Considers this does not balance unless it is expected that people will bypass the new road and use back roads. Notes that if this is the case the design should be rectified by a re-design or mitigated by measures for communities along the new road.	<p>The demand into the Nexus 25 development is not expected to change significantly as a direct result of the scheme. This is because a trip to or from the Nexus 25 development, no matter the route or road network layout, is assumed to always start or end at the Nexus 25 development. The model does however take into account some minor changes as a result of variable demand modelling; that is traffic choosing to move their trips to different times of day, or to or from different places as to exploit the better connections that the A358 offers.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A
949	Transport, traffic flows and access	Notes that traffic modelling assumes respondent is likely to travel south through Ashill to access the A358, however many journeys on the A358 are to visit friends in West Hatch or access the A378 and therefore when the road is built access will be through Hatch Beauchamp to access via Mattock's Tree Green. Notes local routes to Taunton will be via back roads.	<p>The journey time maps provided as part of the consultation exercise provide an indication of the routes that could be used in both the existing network and the network with the scheme. These routes are not always expected to be the routes people use due to preferences such as journey quality, or use of routes that have a very similar overall 'cost' to another route (based on the time taken and distance travelled), which is especially the case in certain places where depending on where in the given location you are travelling from and travelling to may change your route, while the map shows a single route in these cases.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
950	Transport, traffic flows and access	Doesn't feel the NH have researched their alternative village routes. When asked they have no idea about the size or condition of the roads only that it appears on a map as a possible connection. Disagrees with their calculations about how the traffic will use our village roads once the scheme	<p>The journey time maps provided as part of the consultation exercise provide an indication of the routes that could be used in both the existing network and the network with the scheme. These routes are not always expected to be the routes people use due to preferences such as journey quality, or use of routes that have a very similar overall 'cost' to another route (based on the time taken and distance travelled), which is especially</p>	N/A

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		goes through as their calculations are not based in the reality of the small twisty lanes.	<p>the case in certain places where depending on where in the given location you are travelling from and travelling to may change your route, while the map shows a single route in these cases.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
951	Transport, traffic flows and access	Considers there will be problems with tailback on entering J25 when the nexus site is operational	<p>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.</p> <p>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.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
952	Transport, traffic flows and access	Considers the traffic modelling tech note does not demonstrate how traffic grows up to 2038 or 2043. Considers there to be no statement that the Nexus site generated figures have been incorporated into the traffic figures.	The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
953	Transport, traffic flows and access	Considers an alternative solutions to traffic accessing the south side of Taunton need to be found. Suggests possibility of opening the bus gate to through traffic from Blackbrook to Halcon Corner. This would give direct access to 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. 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.	N/A
954	Transport, traffic flows and access	Concerned that no consideration is being had to opening Old Ilminster Road to alleviate traffic on Haydon Lane.	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.	N/A
955	Transport, traffic flows and access	<p>Living in the area and travelling on the road, there are no real holdups except sometimes at peak rush hours and occasionally at peak holiday times.</p> <p>Congestion only really occurs through Henlade and at Southfields roundabout. If it is felt that some improvements should be made, all that is needed are the suggested improvements at Southfields roundabout and at Nexus junction and a simple bypass just around the built up area of Henlade with a roundabout at the north-west end of the present dual carriageway.</p>	<p>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.</p> <p>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.</p>	No
956	Transport, traffic flows and access	Cannot see any justification for building a dual carriageway between Southfields (A303/ Ilminster) and Mattocks Tree Hill in order to move traffic faster between what appears to be inevitable bottlenecks.	<p>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.</p> <p>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.</p>	No



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957	Transport, traffic flows and access	Believes that there is no justification for building a dual carriageway between Southfields (A303/Ilminster) and Mattocks Tree Hill in order to move traffic faster between inevitable bottlenecks.	<p>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.</p> <p>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.</p>	No
958	Transport, traffic flows and access	Feels there is no justification for building a dual carriageway of the planned size between Southfields and Mattocks Tree Hill as this will only move traffic faster between inevitable bottlenecks.	<p>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.</p> <p>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.</p>	No
959	Transport, traffic flows and access	Feels that faster traffic along this section will only cause more bottlenecks further up the road and queueing traffic at junctions for local people.	<p>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.</p> <p>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.</p>	No
960	Transport, traffic flows and access	Feels there is no justification for building a dual carriageway between Southfields (A303/Ilminster) and Mattocks Tree Hill in order to move traffic faster between bottlenecks.	<p>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.</p> <p>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.</p>	No
961	Transport, traffic flows and access	Feels that there is no justification for building a dual carriageway between Southfields (A303/Ilminster) and Mattocks Tree Hill in order to move traffic faster between inevitable bottlenecks.	<p>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.</p> <p>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.</p>	No
962	Transport, traffic flows and access	It is evident the biggest problem areas are the Henlade section and the J25 roundabout. These issues would easily be mitigated by reducing the speed	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	No

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		limit to ecog traffic to flow, improving the roundabouts at each end and providing a bypass for Henlade.	<p>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.</p> <p>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.</p>	
963	Transport, traffic flows and access	Feels congestion at Henlade and Southfields does require to be sorted out ASAP; the remainder of the A358 is fit for purpose	<p>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.</p> <p>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.</p>	No
964	Transport, traffic flows and access	Feels that the major issues are at the start and end of the route. It will make a fast route between two congested places. It will still cause bottlenecks at either end.	<p>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.</p> <p>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.</p>	No
965	Transport, traffic flows and access	Feels the focus should be on improving congestion at the junctions with the A303 and the M5, and on providing a by-pass for Henlade	<p>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.</p> <p>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.</p>	No
966	Transport, traffic flows and access	Feels the improvements of the junctions with A303 and M5 and the provision of a bypass for Henlade should be sufficient to eliminate the congestion problems.	<p>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.</p> <p>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.</p>	No
967	Transport, traffic flows and access	Feels that the pinch points and congestion are mainly in this location, so this should be addressed.	<p>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</p>	No



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			<p>of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>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.</p>	
968	Transport, traffic flows and access	Feels that the proposed speeding up of traffic will lead to jams at either ends of this proposed road occurring more quickly and often.	<p>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.</p> <p>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.</p>	No
969	Transport, traffic flows and access	Feels that the holdups on this road are caused by the junctions at both ends of this road.	<p>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.</p> <p>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.</p>	No
970	Transport, traffic flows and access	Feels the dual carriageway will simply move the problem to another bottleneck	<p>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.</p> <p>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.</p>	No
971	Transport, traffic flows and access	Feels that Southfields and Henlade congestion is a real issue not just for local traffic, but also for trunk road users and DOES require addressing in some meaningful way. However, the remainder of the A358, apart from some minor slip road improvements is fit for purpose.	<p>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.</p> <p>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.</p>	No
972	Transport, traffic flows and access	Some sections of the a358 need some alterations ie the duelling and bypassing Henlade village which is a massive bottleneck.	<p>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.</p>	No

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			National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	
973	Transport, traffic flows and access	No justification for building a dual carriageway between Southfields (A303/Ilminster) and Mattocks Tree Hill in order to move traffic faster between inevitable bottlenecks.	<p>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.</p> <p>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.</p>	No
974	Transport, traffic flows and access	The A358 congestion problem would be solved by proper graded junctions to and from the A358 at Southfields and to the M5 at Nexus 25.	<p>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.</p> <p>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.</p>	No
975	Transport, traffic flows and access	Most of the residents in this area recognize that traffic levels have outgrown the current A358 design when the villages of Ashill and Hatch Beauchamp were bypassed in the 1980's. However, most of the traffic issues are caused by constriction at Henlade.	<p>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.</p> <p>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.</p>	No
976	Transport, traffic flows and access	Feels that the main problems causing the congestion lie in the bottlenecks of Henlade and at Southfields. The current plan will speed the traffic up for a short distance but the queueing will still build up either end.	<p>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.</p> <p>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.</p>	No
977	Transport, traffic flows and access	Feels that the congestion at Henlade could be solved more economically.	<p>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.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to</p>	No



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			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.	
978	Transport, traffic flows and access	Suggests that there is no evidence that a dual carriageway between Southfields and Mattocks Tree Hill will move traffic faster.	<p>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.</p> <p>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.</p>	N/A
979	Transport, traffic flows and access	Feels that the congestion of the traffic centres at the pinch points either end of the A358 are the issue, and the main area of focus should be to look at these locations rather than build a small motorway from Ilminster to Taunton.	<p>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.</p> <p>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.</p>	No
980	Transport, traffic flows and access	Suggests that a bypass for Henlade and a grade- separated junction at Southfields would solve local connectivity.	<p>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.</p> <p>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.</p>	N/A
981	Transport, traffic flows and access	Feels that proposals for Southfields and Henlade will not stop them being choke points. Also fails to take into account the awful choke points further towards London on the A303 (Stonehenge area ) which will be worsened by making it easier to access the road.	<p>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.</p> <p>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.</p>	N/A
982	Transport, traffic flows and access	The scale is disproportionately complex and fails to address issues of traffic flow.	<p>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.</p> <p>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</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
983	Transport, traffic flows and access	Feels that it will encourage more people to drive the route and the congestion will be the same if not more	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A
984	Transport, traffic flows and access	Feels that more people will be encouraged to use the route and congestion will be worse.	<p>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.</p>	N/A

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
985	Transport, traffic flows and access	The increased traffic to Taunton along the a358 will stop local traffic accessing their town if there is any congestion. Any congestion on the m5 that will be replicated along the a358 creating a barrier to access.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
986	Transport, traffic flows and access	The scheme is very large for the countryside and amount of traffic it is designed for. It is forecast that the part of the development around Ashill will only carry 12% of traffic it is designed for	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
987	Transport, traffic flows and access	Objection to the development- as somebody who uses the roads 2-3 times a day, does not feel that congestion is an issue along the route.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
988	Transport, traffic flows and access	Feels that the reasons given by national highways for the Dualling scheme are entirely incorrect – it will not be safer, quicker nor more reliable.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p>	N/A
989	Transport, traffic flows and access	I have never seen it blocked and it is only ever slowed down when there is an accident to roadworks in place. The traffic flows steadily, day and night so it would seem changes to this section of the road are unnecessary and costly and serve no purpose.	<p>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.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The</p>	N/A

Appendix Table 8.11 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



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>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.</p> <p>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.</p> <p>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.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the <a href="#">Combined Modelling and Appraisal Report (Document Reference 7.4)</a>.</p>	
990	Transport, traffic flows and access	Feels it is unnecessary as it is not a congested road.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the <a href="#">Combined Modelling and Appraisal Report (Document Reference 7.4)</a>.</p>	N/A
991	Transport, traffic flows and access	Heavy traffic of 70 mph dual roads cannot feed into the 60 mph single track A303, especially when combined with two other busy roads meeting at the same junction. Change this bottleneck. The current road can be creatively made safer ( speed limit) and more accessible to local needs ( slip roads).	<p>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).</p> <p>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.</p> <p>National Highways has undertaken operational modelling of all junctions along the A358 corridor, including the upgraded Southfields roundabout. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety concerns. The methodology and results of the traffic modelling is reported in the <a href="#">Combined Modelling and Appraisal Report (Document Reference 7.4)</a>.</p>	No
992	Transport, traffic flows and access	Supports the principle of the scheme in reducing congestion, however concern about the Henlade section	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
993	Transport, traffic flows and access	Suggests there should be access from Killams direction to join on from Haydon Lane to Nexus, just before the swingrite golf centre, as there will still be a bottleneck in Henlade village. Considers more could also done to link Killams and Holway to the A358.	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.	No

Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
994	Transport, traffic flows and access	Queries if the bus stop would be lost in Henlade and how the proposals would impact buses to and from Taunton.	There are no bus service changes proposed by National Highways. Bus stops and services are managed by Somerset Council and the local operators.	N/A
995	Transport, traffic flows and access	Disagrees that traffic modelling was carried out throughout the development phase of the scheme as states as an FOI response confirms that NH did not start to discuss with SCC the impact on local roads until 9 March 2022. States the data is flawed as it shows identical journeys pre and post the scheme which makes it seem like the scheme has a more positive/neutral outcome. Traffic modelling carried out by community show journeys from Hatch Beauchamp to various destination are either neutral or negative with two exceptions. These are the journeys to Henlade and M5 J25 which show an improvement. States this is to be expected with the removal of the 30mph speed limit and also demonstrates that the congestion problem lies at Henlade. Considers the mapping is incorrect regarding the current journey from Hatch Beauchamp to Slough Green shows journeys via Mattocks Green. Considers no one would go up to Mattocks Green but instead use Bickenhall Lane.	Traffic modelling has been carried out at the preliminary design stage in iterations as the design has evolved to help inform the design. The local road mitigation exercise (which uses information from the traffic modelling) has been progressing since the start of 2022 on the design at that stage, partly because design work prior to this time would have been somewhat abortive, and partly to take in to account feedback from the statutory consultation exercise. Discussions with Somerset Council started soon after the exercise started to get their feedback on the changes proposed. Local road mitigation has mostly focused on safety and resilience improvements that would not have a significant impact on the traffic modelling as they would not substantially change the routes people use through the network.  The journey time maps provided as part of the consultation exercise provide an indication of the routes that could be used in both the existing network and the network with the scheme. These routes are not always expected to be the routes people use due to minor preferences such as journey quality, or use of routes that have a very similar overall cost to another route (based on the time taken and distance travelled). In the case of the local route referred to between Hatch Beauchamp and Slough Green, it's likely that the exact location within each of these areas also affects the route taken.  The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
996	Transport, traffic flows and access	Concern that the provision of new developments will cause an increase in traffic which will make it impossible to get onto the roads	Where new development is proposed, the developers will need to progress through the planning system and their impacts on the road network should be assessed. The planning system then provides mechanisms for the highway authority to agree upgrade measures with the developers if they are required.  Where developments are already committed around the scheme, they have been included in the traffic modelling work to understand the impact in the forecast situation. If upgrades are necessary due to combined impacts between the A358 scheme and schemes, then these will be discussed between National Highways and Somerset Council. These discussions are ongoing throughout the project design stages.	N/A
997	Walking, Cycling and Horse-riders	Concern no crossing has been proposed for the A303 from Honiton as states this junction is currently dangerous to cross by foot or bicycle and states viability is poor around the hedgerows. Requests a crossing in this location. States this crossing would be more beneficial than the crossing on the Chard Road as visibility is better there.	A crossing of the A303 (south) is outside of the scope of the scheme. This road is not being altered by the scheme and the traffic volume using this road will slightly decrease as a consequence of the scheme.	No
998	Walking, Cycling and Horse-riders	Supports the provision of a restricted byway to the Mattocks Tree Green junction however requests the existing Ash Lane to become a restricted byway to allow nervous horses to be away from the dumbbell junction. Considers the Mattock's Tree Green junction is a large junction and will be daunting for some horses and their riders therefore suggest that there is a segregated track for non-motorised users and a barrier (such as fencing) as a mental and physical comfort between the vehicular carriageway and the track for others. This should be replicated on both directions of the junction. Requests an additional crossing point for horse riders in between Mattocks Tree Green Junction and Griffin Lane at Bath House or West Hatch Lane.	Ash Lane would remain adopted highway and continue to be accessible to horse-riders. It would be a dead-end with a turning head.  Mattock's Tree Green junction would have dedicated tracks on both sides suitable for horse-riders. The potential to include a fence or guard railing would be assessed at detailed design stage, subject to successful DCO consent.	No
999	Walking, Cycling and Horse-riders	Questions whether it is intended that Copse Lane pathway be terminated where the new slip road crosses this path. Questions whether the Copse Lane to Merryfield Lane footpath will be restored. Questions whether pathways will still be available to walk in Ashill Wood.	Copse Lane is not a public right of way. However, the lane is subject to a Definitive Map Modification Order (DMMO) and the scheme would not prejudice access to the lane should its status change in the future. The scheme would not directly affect Merryfield Lane and it is not an existing Public Rights of Way severed by the scheme.	N/A
1000	Walking, Cycling and Horse-riders	States the new restricted byway from Old Broach Lane to Stoke Road should be continued alongside the carriageway to meet the new restricted byway at Greenway Lane. Suggests a segregated track at Village Road for non-motorised users and a barrier (such as fencing) as a mental and physical comfort between the vehicular carriageway and the track for others.	Horse-riders joining Haydon Lane from Stoke Road would be on-carriageway. It is not justified to provide a restricted byway from Stoke Road to Greenway Lane because the levels of traffic would be low as the lane would no longer have a junction with the A358.  Village Road overbridge would connect the existing roads through Hatch Beauchamp and Ashill, neither of which has dedicated facilities for walkers, cyclists or horse-riders (WCH). Further to this, the bridge would be	No



Row ID	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		States high bridge under bridge should include cyclists and horse riders and therefore the route should be bridleway status. States if there is a height restriction due to the levels of potential flooding and the new carriageways, it is acceptable to deviate from standards and provide mounting blocks either side of the underpass so riders can walk their horses through the underpass. Supports the restricted byway at the northern end of Old Broach Lane, however requests it be extended westward to the new signalised crossing at Nexus Southfields roundabout.	lightly trafficked. Isolated lengths of dedicated WCH facilities at Village Road overbridge would be neither appropriate nor beneficial.  High Bridge underbridge would have a headroom of 2.3m, which is within standards for walkers only. National Highways anticipates that a departure from standard would allow a bridleway with restricted headroom to be provided including mounting blocks.	
1001	Walking, Cycling and Horse-riders	Feels that there are no pedestrians on this route at present and the Nexus roundabout is not the issue that needs to be addressed.	National Highways acknowledges that there are not many pedestrians at the Nexus 25 junction at present. However, when the site is operational it will be important that employees could walk or cycle to work and not be car-dependent.	N/A
1002	Walking, Cycling and Horse-riders	Supports the provision of Jordans Bridge for pedestrians and cyclists and the pedestrian crossing over the Chard road	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
1003	Walking, Cycling and Horse-riders	Concerned there is no dedicated cycle path from Ilminster to Taunton.	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
1004	Walking, Cycling and Horse-riders	Disappointed that there is no cycle track being built to run alongside the dualling 358 from Taunton to Ilminster.	The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, utilising existing infrastructure and allowing cyclists to pass through places of interest. Cycling would not be prohibited on the new dual carriageway based on the classification of the road. National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of 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
1005	Walking, Cycling and Horse-riders	Considers dedicated cycle routes should be provided to reduce reliance on motor/electric vehicles.	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
1006	Walking, Cycling and Horse-riders	Requests the inclusion of an off-road cycling path alongside the new road so that cyclists can travel to Taunton/Ilminster safely.	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	No

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			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.	
1007	Walking, Cycling and Horse-riders	Feels there should be a clear cycle route from Ilminster to Taunton not pushing cyclists onto unsuitable roads.	<p>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.</p> <p>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. Signage of the offline route would be addressed at the next stage of design following the development consent order.</p>	N/A
1008	Walking, Cycling and Horse-riders	Requests information about the potential cycle route considered between Ilminster to Taunton along, or near the new A358.	<p>National Highways plans to make use of the local road network and new off-carriageway tracks to create a cycle route that would run from Henlade to Southfields. Appropriateness and popularity of existing local roads is taken into account in the cycle routing. In summary:</p> <ul style="list-style-type: none"> <li>• Bushy Cross to Thornfalcon Works on-carriageway as existing</li> <li>• Thornfalcon Works to Glebe Lane, 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.</li> <li>• Glebe Lane to Village Road link (north) off-carriageway including signal controlled crossing of the A378 Langport Road</li> <li>• Village Road through Hatch Beauchamp, the old A358 through Ashill and Broadway Street link all on-carriageway</li> <li>• Jordans track to old A358 Horton Cross off-carriageway/no through road</li> <li>• A358 (west) to Southfields on-carriageway.</li> </ul>	N/A
1009	Walking, Cycling and Horse-riders	Raises that Jordan's bridge does not link any public footpaths, so is almost pointless for walkers. North of Ashill there are lots of footpaths on either side of the A358 that need linking otherwise these also become obsolete.	On the south-western side of the scheme, a new restricted byway (that could be used by walkers) would connect Broadway Street link, Jordan's overbridge and the old A358 to Horton Cross. Footpath CH 2/15 would be diverted to make a direct connection with Jordan's overbridge. On the north-eastern side, Cad Road would be used by adjacent landowners only and be largely traffic-free, making it attractive to walkers. A new restricted byway would connect Rapps Road and Cad Road, further opening up the opportunities for walkers.	N/A
1010	Walking, Cycling and Horse-riders	Cycling provision is an afterthought and inadequate.	<p>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.</p> <p>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.</p>	N/A
1011	Walking, Cycling and Horse-riders	Concerned by the loss of ancient footpaths and queries the laws that require such footpaths to be remain publicly open. Considers there to be no benefit to walkers.	Public rights of way including footpaths would be retained as much as possible and the scheme includes new off-road routes and new crossings. Some diversions and stopping up would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.	No
1012	Walking, Cycling and Horse-riders	States central islands should be provided on all road crossings where practical to decrease the crossing distance to get from one safe area to another.	Road crossings are assessed individually and central islands provided where appropriate. For example, at the Nexus 25 junction, all the crossings include islands to allow users to cross multiple lanes of traffic in discrete stages. At the A378 Langport Road, an island would not be provided at the signal controlled crossing, because an island would lengthen the time it takes to get across the road and users could get stuck midway.	No
1013	Walking, Cycling and Horse-riders	Suggests extending the service road to Bickenhall Lane as states the latest design limits Bickenhall Bridge to WCH and farm. States the only alternative route is via Staple Fitzpaine Road, which would require considerable	Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH).	No



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		improvement along the section adjacent to the bridge over the Fivehead River; this concern was noted in the A358 SAR. Considers routing via Staple Fitzpaine Road would, however, have an adverse impact on WCH users that regularly use this road. States a further effect of closing Bickenhall Bridge to vehicle traffic is that Griffin Lane is forecast to become busier by some 250 vehicles a day. Considers Griffin Lane to be unsuitable for vehicle traffic as it is narrow, windy, hilly and in parts with a deep gully running alongside. Furthermore, Griffin Lane is well used by walkers and horse riders.	<p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases could have on WCH users along Bickenhall Lane.</p> <p>National Highways traffic forecasts indicate that the scheme will have no notable impact on traffic volumes travelling along Staple Fitzpaine Road, therefore no additional improvement works to the existing layout are considered to be required</p> <p>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, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
1014	Walking, Cycling and Horse-riders	Feels it is important that provision is made for walkers, cyclists and horse riders.	<p>Taking into account scheme changes as an outcome of consultation, four scheme crossings would primarily used by pedestrians and cyclists, either traffic-free or lightly trafficked:</p> <ul style="list-style-type: none"> <li>• Bickenhall Lane overbridge</li> <li>• High Bridge underbridge (off-road cyclists only)</li> <li>• Sunnyside underpass</li> <li>• Jordans overbridge.</li> </ul> <p>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. Dedicated infrastructure is provided at junctions as appropriate.</p>	N/A
1015	Walking, Cycling and Horse-riders	Feels there is bad access for horse-riders.	<p>Taking into account scheme changes as an outcome of consultation, four scheme crossings would primarily used by pedestrians, cyclists and horse-riders, either traffic-free or lightly trafficked:</p> <ul style="list-style-type: none"> <li>• Bickenhall Lane overbridge</li> <li>• High Bridge underbridge (off-road cyclists only)</li> <li>• Sunnyside underpass</li> <li>• Jordans overbridge.</li> </ul> <p>New bridleways and restricted byways are proposed at Oldbroach Lane, from Greenway Lane to Mattock's Tree Green junction, Glebe Lane to Village Road (north) and off Broadway Street link.</p>	N/A
1016	Walking, Cycling and Horse-riders	No pavements on any of the roads. Dog walkers, horse riding, including the popular Herepath bridleway. Popular area for cyclists, including cycle race routes. Horses and carts use the lanes around west Hatch. Hunt hounds are exercised on local roads in the area. There are regular scouts activities here, including night walks along the roads. Popular with runners. The area hosts the Herepath half marathon and the piddlewood plod race.	<p>The assessment for walking, cycling and horse-riding includes surveys of users to help gain and understanding of demand and activity. National Highways has also met with local user groups such as the Ramblers, British Horse Society, South Somerset Bridleways Association, Taunton Deane Bridleways Association and Taunton Area Cycling Campaign. We have also met with owners of hunt hounds. We believe we have good knowledge of the area and its attractiveness for outdoor pursuits.</p> <p>The local roads surrounding the A358 are in a rural area and consequently the majority of the roads do not have any footways (pavements) alongside them. Footways will be included alongside some local road diversions where considered appropriate, however due to the existing and forecast traffic flows and the extents of the local road diversions, these will retain consistency with the existing adjoining local road network and not include any footways.</p>	N/A
1017	Walking, Cycling and Horse-riders	<p>Considers there is a lack of proper crossing on the roundabout near Ilminster. States crossing here is dangerous as traffic travels fast. States this route is dangerous for cyclists as there is little room.</p> <p>Suggests a traffic light crossing system to be put in place to ensure the safety of WCH users crossing the roundabout near Ilminster</p>	The existing shared use path at Southfields roundabout would be widened and a signal controlled crossing provided on the A358 (west) near to the services access. A crossing of the A303 (south) is outside of the scope of the scheme. This road is not being altered by the scheme and the traffic volume using this road will slightly decrease as a consequence of the scheme.	No
1018	Walking, Cycling and Horse-riders	Concern the scheme will produce a fast road with few places where traffic can join, therefore, in places, there will be local 'rat runs' to gain entry onto the fast road. States there is a responsibility to provide off road equestrian routes and crossing points between communities whereby both local and	The impact on local roads, including walkers, cyclists and horse-riders, has been discussed and agreed with Somerset Council as local highway authority. Traffic calming and traffic management measures are proposed where beneficial to mitigate the impact.	N/A

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		vacationing long distance riders will be able to ride safely both locally and across the county.		
1019	Walking, Cycling and Horse-riders	Concerned access is being reduced for local traffic as this will increase vehicular traffic on local roads and cause conflict and collisions with WCH users.	The impact on local roads, including walkers, cyclists and horse-riders, has been discussed and agreed with Somerset Council as local highway authority. Traffic calming and traffic management measures are proposed wherebeneficial to mitigate the impact.	N/A
1020	Walking, Cycling and Horse-riders	Suggests that there needs to be further thought for non-motorised road users and their safety which will be compromised with additional traffic being pushed onto minor roads and through Ashill village.	The impact on local roads, including walkers, cyclists and horse-riders, has been discussed and agreed with Somerset Council as local highway authority. Traffic calming and traffic management measures are proposed wherebeneficial to mitigate the impact.	N/A
1021	Walking, Cycling and Horse-riders	There is a huge increase in cyclists through the villages and quite often there is barely room on the road when meeting horse riders or walkers let alone more traffic than there is already particularly on cycle race days	The impact on local roads, including walkers, cyclists and horse-riders, has been discussed with Somerset Council as local highway authority. Agreed mitigation comprises traffic calming and traffic management measures wherebeneficial to overcome road safety concerns.	N/A
1022	Walking, Cycling and Horse-riders	Highlights that walkers use the lanes to access Thurlbear and Stoke woods including Scout and rambler groups. Villagers walk through the villages to visit one another, there are no safe pavements and an increase in traffic will curtail these activities that are taken for granted in towns.	The impact on local roads, including walkers, cyclists and horse-riders, has been discussed with Somerset Council as local highway authority. Agreed mitigation comprises traffic calming and traffic management measures wherebeneficial to overcome road safety concerns.	N/A
1023	Walking, Cycling and Horse-riders	Highlights there is a huge horse presence in the area including hunt kennels, horse and cart excursion business, many livery yards and private horse owners. Access to the off road riding including the Herepath can only be made on the lanes through the villages. Considers it will not be safe if the predicted 400 extra cars a day happens.	The impact on local roads, including walkers, cyclists and horse-riders, has been discussed with Somerset Council as local highway authority. Agreed mitigation comprises traffic calming and traffic management measures wherebeneficial to overcome road safety concerns.	N/A
1024	Walking, Cycling and Horse-riders	Considers there not to be a need for the Nexus 25 employment site. States that there is no reason horse riders would be in this area and therefore concerned that within the fly through video provided there is a horse rider (not wearing a helmet).	The need for the Nexus 25 employment site is outside the scope of the scheme. Nexus 25 junction is not designed to accommodate horse-riders.	N/A
1025	Walking, Cycling and Horse-riders	Concern regarding the safety for walkers, cyclists, horseriders and users of the Scout Camp at Huish Woods on single track roads with no passing places.	The new roads catering for staff and visitors at the scout camp would have footways to provide a safer walking environment. This would be along the Scout Camp link and along Huish Woods Lane between the junction with the Scout Camp link and the Somerset Progressive School. The impact on local roads, including walkers, cyclists and horse-riders, has been discussed and agreed with Somerset Council as local highway authority. Traffic calming and traffic management measures are proposed wherebeneficial to mitigate the impact.	N/A
1026	Walking, Cycling and Horse-riders	Considers a different grade separate system should be provided for pedestrians crossing the many lanes of traffic. Suggests a grade separated solution for the J25 works which would avoid the need for pedestrians to cross into the central island and back across from the island. Considers the circulatory and A358 westbound will need to be stopped simultaneously to prevent the pedestrians from Nexus needing to cross both carriageways of the A358 before recrossing the eastbound carriageway to gain access to the central island to approach the crossing of the east side circulatory carriageway and back on the west side of the junction. Considers a grade separation is also needed for the pedestrian traffic generated from the Park and Ride and the Nexus site who are wanting to access the existing Blackbrook business park.	The pedestrian and cyclist provision at M5 junction 25 was designed and delivered by Somerset Council, and no changes are proposed as part of the scheme. National Highways continues to monitor safety at junction 25 and the potential need for a grade separated crossing.	No
1027	Walking, Cycling and Horse-riders	Concern regarding the safety of walkers, cyclists and horse riders.	The safety objective for walking, cycling and horse-riding is to deliver quality provision that includes the removal of severance on routes and unlocks latent demand. The needs and safety of walkers, cyclists and horse-riders are integral to the scheme design.	N/A
1028	Walking, Cycling and Horse-riders	Supports the proposed footpath from the end of Old Broad Lane needs to be of bridleway or restricted byway status in order to accommodate cyclists and horse riders and provide safe crossing to connect with Ruishton. States the new restricted byway from Old Broach Lane to Stoke Road will provide a safe route off the rat run of Haydon Lane.	The scheme crossings at the Nexus 25 junction would cater for pedestrians and cyclists but not horse-riders due to a lack of bridleways in this location. The interface between the junction and path to Oldbroach Lane would not be safe for horse-riders and the status of footpath is considered appropriate.  National Highways acknowledges the support for the new restricted byway from Haydon Lane to Stoke Road via Oldbroach Lane.	N/A
1029	Walking, Cycling and Horse-riders	Suggests a safe crossing on the A358 for WCH purpose as the current access requires one to negotiate a bus lane then two lanes of traffic to access the entrance to a designated walk alongside the M5. Points out the pavement hasn't been extended to the Walker's stile, therefore makes the pedestrian to either jump the metal barrier and be waist high in stinging nettles and weeds, or balance on a very narrow part of grass kerb with traffic racing pass at alarming speed.	The scheme would not directly affect footpath T 32/4A and therefore improvement works are outside the scheme's remit. Any issues regarding access to the path are a matter for Somerset Council as local highway authority.	No



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1030	Walking, Cycling and Horse-riders	Requests that if the dualling of the A358 goes ahead there should be additional crossing facilities on Stoke Road/Lipe Lane given the busy nature of the road.	The volume of traffic on Lipe Lane would reduce as a consequence of the scheme and no works are proposed. Whilst Stoke Road would be busier, the volume of traffic should not prohibit crossing the road and no facilities are proposed.	No
1031	Walking, Cycling and Horse-riders	Notes Hatch Beauchamp is set to see a massive increase in traffic making it less safe for children who cycle to school and will mean less people will use this mode of transport, considers this is a travesty for our planet.	Traffic flow on Village Road through Hatch Beauchamp would increase slightly as a consequence of the scheme. The average daily traffic would still be reasonably small and walkers, cyclists and horse-riders would be unlikely to notice the increase or be adversely affected.	No
1032	Walking, Cycling and Horse-riders	Disagrees with the suggestion that traffic would use an alternative route via Cold Road and West Hatch Lane. States diverting traffic to narrow, hilly lanes, which are popular WCH routes will create a safety hazard.	Traffic modelling shows a low forecast daily traffic on Higher West Hatch Lane and Cold Road with the scheme in place. There is no evidence of an existing road safety problem and the lane and road would continue to be lightly trafficked.	N/A
1033	Walking, Cycling and Horse-riders	Considers of the 408 vehicles a day NH have observed using Ashe Lane, residents have observed 1 in 3 vehicles continuing onto Higher West Hatch Lane (150 vehicles). Notes most of these are cars or HGVs. Notes in comparison, there is significant WCH usage with about 20 horse riders a day using part of all of the road, increasing to 50 at the weekend. Notes it is a pivotal route for riders. Notes elderly residents walk the road for exercise and about 15/20 local residents use the road to walk dogs. Notes the road is used to facilitate access to the off-road elements of there Herepath and Thurlbear Woods Nature Reserve. Notes cyclists use the lane throughout the week, with larger groups at the weekend, using the road to move from Blackdown to Taunton , Langport and beyond via Thornfalcon Village. Notes these are similar in numbers to horse riders with 20 during weekdays rising to 50 at weekends.	Traffic modelling shows a low forecast daily traffic on Higher West Hatch Lane with the scheme in place. There is no evidence of an existing road safety problem and the lane and road would continue to be lightly trafficked and suitable for mixed use.	N/A
1034	Walking, Cycling and Horse-riders	Considers all footpaths should be preserved where possible	Unfortunately, some diversions and stopping up of footpaths would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive. National Highways endeavours to preserve extant footpaths as much as possible.	N/A
1035	Walking, Cycling and Horse-riders	The proposed new upgraded A358 will cross many public footpaths. I appreciate that some consideration has been given to the effects it will have on rights of way but I feel that more should be done to keep these paths open.	Unfortunately, some diversions and stopping up of footpaths would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive. National Highways endeavours to preserve extant footpaths as much as possible.	N/A
1036	Walking, Cycling and Horse-riders	Concern that the scheme will increase the amount of walkers in the area and will put these users in danger	Walkers in the vicinity of the A358 would no longer be trying to cross the road at grade, making the public rights of way network safer and more inclusive. Taking into account scheme changes as an outcome of consultation, four scheme crossings would primarily used by pedestrians and cyclists, either traffic-free or lightly trafficked: <ul style="list-style-type: none"> <li>• Bickenhall Lane overbridge</li> <li>• High Bridge underbridge (off-road cyclists only)</li> <li>• Sunnyside underpass</li> <li>• Jordans overbridge.</li> </ul>	N/A
1037	West Hatch Lane extension to Mattock's Tree Green junction	Notes the proposed extension access road at West Hatch is prone to flooding.	A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. <p>The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme.</p> <p>The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.</p>	N/A
1038	West Hatch Lane extension to Mattock's Tree Green junction	Supports the West Hatch Lane extension regardless of the scheme proceeding.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
1039	West Hatch Lane extension to Mattock's Tree Green junction	Notes HGV's wishing to access Staple Fitzpaine and surrounds from the M5 are likely to use the extension road through West Hatch on unsuitable roads. Notes WCH users will be at risk in this scenario.	West Hatch Lane is currently signposted from the A358 as being "Unsuitable for Heavy Goods Vehicles". Heavy Goods Vehicles will continue to be signposted away from unsuitable roads like West Hatch Lane with the scheme in place.	N/A