Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
151	Traffic, access and modelling	Support for a new connection linking Village Road to the Mattock's Tree Green junction to Hatch Beauchamp as it would allow access from Village Road to A358 Taunton and Ash Road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
152	Traffic, access and modelling	Support for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as it is considered that this is essential as the road through Meare Green is completely unsuitable for traffic due to single lane.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
153	Traffic, access and modelling	Support for scheme as its essential for local access to Hatch Beauchamp	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
154	Traffic, access and modelling	Supports proposals for a new connection linking Village Road and Mattock's Tree Green as considers that its good to keep local areas connected.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
155	Traffic, access and modelling	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green Junction as this is considered to enable local traffic to flow better.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
156	Traffic, access and modelling	Supports proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp, as it is considered that joining the A358 from Hatch Beauchamp can be difficult and therefore this proposed element should ease this problem.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
157	Traffic, access and modelling	Support proposals for a new connection linking Village Road to Mattock's Tree Green junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
158	Traffic, access and modelling	Supports proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as it is considered that this would halve journey times to this village.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
159	Traffic, access and modelling	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction as it is considered that local connections have to be catered for.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
160	Traffic, access and modelling	Supports proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp. Highlights the importance in maintaining residents local access to the new A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
161	Traffic, access and modelling	Supports proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as considers them needed for local communities.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
162	Traffic, access and modelling	Support for the proposals for a new connection linking Village Road to Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses. Considers it to be a huge improvement over the existing junction opposite the lay-by.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
163	Traffic, access and modelling	Supports the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers Hatch Beauchamp is a busy village which needs as many access points to the A358 as possible.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
164	Traffic, access and modelling	Supports the proposals as they are vital to reduce traffic through Henlade.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
165	Traffic, access and modelling	Supports proposals as would improve access onto the A358 at busy periods. Notes it is currently easier to get access to the A358 via Meare Green/Thornfalcon.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
166	Traffic, access and modelling	Supports the proposals for a new connection linking Village Road to the Mattock's Tree Green junction as considers it provides better access to Hatch Beauchamp	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
167	Traffic, access and modelling	Considers the proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses is necessary	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
168	Traffic, access and modelling	Notes that the Village Road link onto Mattock's Tree Green junction is essential to avoid local traffic using unsuitable roads.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. It should be noted that feedback from the 2021 statutory consultation identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction	Yes

Appendix Table 5.1F Summary of matters raised in relation to Q2c of the feedback questionnaire in relation to proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	
169	Traffic, access and modelling	Notes that the new connection gives access to Hatch Beauchamp from North Curry	National Highways acknowledges the range of views expressed, including those received in support of the scheme. It should be noted that feedback from the 2021 statutory consultation identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
170	Traffic, access and modelling	Suggests that, should the road proceed, Hatch Beauchamp traffic needs to access Mattock's Tree Green Junstion and not use the smaller lanes around Meare Green as first proposed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. It should be noted that feedback from the 2021 statutory consultation identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
171	Traffic, access and modelling	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp. Considers that without the link from Mattock's Tree Green junction to Village Road it would become very difficult to get to Neroche.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. It should be noted that feedback from the 2021 statutory consultation identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
172	Traffic, access and modelling	Support for proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp; and considers that it is necessary for local residents to be able to joining the roads given the current unsatisfactory proposal.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. It should be noted that feedback from the 2021 statutory consultation identified opportunities to make changes to the Mattock's Tree Green junction, particularly to consider how best to incorporate the junction with Village Road towards Hatch Beauchamp. Having considered these responses and carried out further design development, National Highways proposed a new connection on the Mattock's Tree Green junction eastern roundabout for Village Road. This would replace the previously proposed priority junction connecting to the A378 towards Langport and Wrantage and provide space to incorporate a new signalised crossing for walkers, cyclists and horse-riders on the A378 at the location of the existing signalised junction.	Yes
173	Traffic, access and modelling	Support for a new connection linking Village Road to Mattock's Tree Green junction as it is considered that this access is required. Concern raised that a lot more petrol would be spent using this route if used daily. Concern that HGVs and agricultural vehicles might not have sufficient access.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
174	Traffic, access and modelling	Considers the connection linking Village Road to Mattock's Tree Green essential if the scheme persists in not allowing traffic to join the new road	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

Appendix Table 5.1F Summary of matters raised in relation to Q2c of the feedback questionnaire in relation to proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		directly from Hatch Beauchamp or Bickenhall. Concerned that without link access for local traffic would be limited and journey times would increase.		
175	Traffic, access and modelling	Concerned the new connection linking Village Road to Mattock's Tree Green junction will be used as a rat run and increase the volume of traffic on local roads.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
176	Traffic, access and modelling	Considers little attention is being paid to the practicalities of local road access and impacts on users	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway, with parallel roads provided to access the junctions more directly than using the existing local road network. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
177	Traffic, access and modelling	Concern the proposals will increase journey times from those travelling from villages on the Bickenhall side of the A358 to access Hatch Beauchamp.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
178	Traffic, access and modelling	Concerned that road traffic would increase through Hatch Beauchamp. Notes the roads are not fit to carry increased volumes of traffic and that such increases would be detrimental to the village and its residents in terms of congestion, air pollution and noise pollution.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
179	Traffic, access and modelling	Concern the proposals will increase traffic through Hatch Beauchamp from villages on the Bickenhall side of the A358 as states direct access from this side has been removed.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
180	Traffic, access and modelling	Concern the scheme will result in increased traffic along Village Road which will cause reduce safety and increase noise and pollution levels	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
181	Traffic, access and modelling	Objects to proposals as concerned traffic will direct through Hatch Beauchamp and result in the roads being dangerous for pedestrians.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
182	Traffic, access and modelling	Concerned the proposals will increase traffic through Hatch Beauchamp and in doing so destroy the village.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
183	Traffic, access and modelling	Disagrees with the proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as concern this proposals will create a rat run through Hatch Beauchamp	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with 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
184	Traffic, access and modelling	Objects to proposals as considers they will increase traffic flow through Hatch Beauchamp and other villages. Notes the proposals have no benefits for residents of Hatch Beauchamp.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
185	Traffic, access and modelling	Concern the proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp will increase rat running through Hatch Beauchamp.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.	N/A

Appendix Table 5.1F Summary of matters raised in relation to Q2c of the feedback questionnaire in relation to proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
186	Traffic, access and modelling	Concerned that the proposed connection linking Village Road to the Mattock's Tree green junction will create additional traffic through Hatch Beauchamp	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
187	Traffic, access and modelling	Acknowledges that Hatch Beauchamp needs access, however they do not need increased traffic through their village.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
188	Traffic, access and modelling	Concern that this connection will act as a 'rat-run' taking traffic through Hatch Beauchamp, undermining the original purpose of the by-pass to avoid the village	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
189	Traffic, access and modelling	Suggests that the current proposals will increase traffic through Hatch Beauchamp. Considers it imperative that there is a link from village Road to	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.	N/A

Appendix Table 5.1F Summary of matters raised in relation to Q2c of the feedback questionnaire in relation to proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		the junction otherwise community severance and disruption will be even greater.	National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined 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.	
190	Traffic, access and modelling	Concerned that the proposals will result in increased local traffic passing through Hatch Beauchamp to access the A358 due to reduced access points. Concerned large farm vehicles will conflict with heavier amounts of traffic using the local lanes alongside WCH and vehicular traffic conflicts. Notes the lanes are narrow in points meaning vehicles will often have to reverse to let cars and tractors pass.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
191	Traffic, access and modelling	Concern the scheme will result in increased rat running	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
192	Traffic, access and modelling	Highlights the need for many access points from the A358 to Hatch Beauchamp as it is a busy village with several businesses	By improving congestion and reliability, the scheme aims to reduce the likelihood 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	N/A

Appendix Table 5.1F Summary of matters raised in relation to Q2c of the feedback questionnaire in relation to proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
193	Traffic, access and modelling	Support for new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp. Concern raised about the extent to which additional traffic is routed via Hatch Beauchamp as a consequence of sections 3 & 4 of the plans. Highlights that if there is significant increase in traffic then Village Road may not cope with additional volume and this could also lead to queueing onto the junction at Mattock's Green.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
194	Traffic, access and modelling	Objects to proposals as considers they would route additional traffic through Hatch Beauchamp, which is unsuitable as single lane in many places and without a pavement for pedestrians. Notes the A358 was originally built as a bypass to take away traffic from Hatch Beauchamp and Village Road. Considers there would be no benefits of proposals to local residents or businesses.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
195	Traffic, access and modelling	Highlights from local knowledge that traffic will increase through Hatch Beauchamp on Village Road. Concerned that without this increase in traffic being reflected in National Highways modelling, no suitable mitigation actions will be taken.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
196	Traffic, access and modelling	Considers the scheme would encourage rat running through Hatch Beauchamp	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			(Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, 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.	
197	Traffic, access and modelling	Concern proposal would create rat-running.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
198	Traffic, access and modelling	Concern that the proposed new road would cut off local people from accessing the A358 nearer to properties and therefore that they would be forced to divert through local villages causing increased traffic, congestion and road safety issues in villages and along narrow country lanes.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
199	Traffic, access and modelling	Support proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp. Considers that Village Road requires safety improvements, financed by National Highways, to manage the increased volume of traffic to compensate for the reduction in A358 access points.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A

Appendix Table 5.1F Summary of matters raised in relation to Q2c of the feedback questionnaire in relation to proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
200	Traffic, access and modelling	Considers the scheme displaces potential traffic flow issues from one location to another within the scheme boundary.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
201	Traffic, access and modelling	Requests the proposals are subject to speed limits to reduce speeding an minimise the risk of rat-running.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
202	Traffic, access and modelling	Concern that existing access roads will become ratruns as villages surrounding the A358 will have more limited access to the road	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
203	Traffic, access and modelling	Concern the scheme will impact on properties and the quality of life for residents	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.	N/A

Appendix Table 5.1F Summary of matters raised in relation to Q2c of the feedback questionnaire in relation to proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
204	Traffic, access and modelling	Considers proposals necessary for local resident accessibility.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
205	Traffic, access and modelling	Disagrees with the proposals for a new connection linking Village road to the Mattock's Tree Green junction as considers the proposals will move traffic around quicker and that villages will be inundated with extra traffic causing problems to the local area and residents	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
206	Traffic, access and modelling	Object to proposals for new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp as it is considered that this is not needed and would be a waste of money. Suggestion to widen the A358 instead.	The new connection linking Village Road to the Mattock's Tree Green junction was included in the design presented at the 2021 statutory consultation, then again in a modified form in the 2022 supplementary consultation. This was because feedback suggested that there were concerns that residents and businesses would suffer from reduced access to Hatch Beauchamp in terms of increased journey times, and that they would have to divert onto using narrow roads like the road through Meare Green, which would cause safety issues. Including the Village Road link reduces journey times and contributes to monetised user benefits, which contributes to the value for money assessment and economic case for this scheme The economic case also considers non-monetised assessments such as those related to severance. As such, the Village Road link is considered to be worth including in the scheme design. The methodology and results of the economic appraisal is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). The A358 Taunton to Southfields Dualling Scheme proposes to replace the existing single carriageway of A358 between M5 junction 25 and Southfields roundabout with high-quality, high-performing dual carriageway. As such, the proposed scheme is effectively a widening of the A358.	No
207	Walking, Cycling and Horse-riders	Supports the proposals as remove the need for cyclists to use the A358.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A

Appendix Table 5.1F Summary of matters raised in relation to Q2c of the feedback questionnaire in relation to proposals for a new connection linking Village Road to the Mattock's Tree Green junction to provide access to Hatch Beauchamp for residents and local businesses and the National Highways response

Appendix Table 5.1G Summary of matters raised in relation to Q2d of the feedback questionnaire in relation to any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Alternatives to the scheme	Consider there should simply be a slip road to enable southbound access to the A358 from village road.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety 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
2	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
3	Alternatives to the scheme	Objects to the scheme as disagrees with private car usage and considers focus should be had on public transport and active travel	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
4	Biodiversity	Highlights the exceptional quality of wildlife and plants on Griffin Lane and objects to their disturbance.	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) submitted with the DCO application. Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (EMP) (Document reference 6.4, Appendix 2.1) submitted with the DCO application, these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	N/A
5	Climate	Concerned the scheme would increase carbon emissions, which is unacceptable in a climate emergency and highlights we must reduce	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	No

Appendix Table 5.1G Summary of matters raised in relation to Q2d of the feedback questionnaire in relation to any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		emissions by 68% by 2030 under the Paris agreement. Highlights that the climate chapter of the PEI Report states carbon emissions would increase.	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.	
6	Climate	Objects to the principle of development. Considers the road cannot be justified given the context of the climate and ecological emergency. Concerned the scheme does not take this emergency seriously or follow environmental science. Suggests the money should be spent on rebuilding nature rather than destroying the countryside.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	No
7	Climate	Concerned about the schemes impact on climate change	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	No

Appendix Table 5.1G Summary of matters raised in relation to Q2d of the feedback questionnaire in relation to any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	
8	Construction	Requests Griffin Lane be kept open during all proposed works as considers it is the only safe and quiet cycle route into Taunton from Fivehead.	National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required. Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole. Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.2, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.	No
9	Consultation	Suggests the page number references do not match the consultation document.	National Highways appologises for any confusion caused by the numbering of the consultation booklet. The page references provided in the questionnaire are correct and do relate to the information intended to be referenced. Any confusion may have arisen due to the digital pdf being in A3 booklet form, and therefore the digital auto numbering provided by the pdf processor not reflecting that on the page. As set out in the Statement of Community Consultation (SoCC) (Document Reference 5.2, Appendix 4.4) and SoCC Addendum (Document Reference 5.2, Appendix 4.4) advice was sought from Local Authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultation and had the opportunity to contribute to them. National Highways provided a range of activities throughout the consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team and were on hand to take questions relating to the feedback questionnaire.	N/A
10	Consultation	Questions whether there is sufficient discussion and communication between National Highways and Somerset County Council	As set out in the Statement of Community Consultation (SoCC) (Document Reference 5.2, Appendix 4.4) and the SoCC Addendum (Document Reference 5.2, Appendix 7.4) advice was sought from Local Authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultation and had the opportunity to contribute to them. The Consultation Report (Document Reference 5.1) outlines the engagement that has taken place with Somerset County Council.	N/A
11	Consultation	Considers no information was provided about the consequences for section 2: Mattock's Tree Green junction to Griffin Lane	Consultation materials were made available online and in person, both digitally and in print, as well as in accessible formats such as easy-read and braille. The documents included a PEI Report, a non-technical summary of the PEI Report, the consultation booklet, plans and drawings and a traffic technical note. Details of the proposals in relation to section 2 are set out in the General Arrangement and Plan and Profile drawings and consultation booklet.	N/A
12	Consultation	Confusion over the new planned junctions and layout of the schemes	A Technical Traffic Note was published to help people understand the likely traffic impacts of the proposed scheme so that they could make an informed response to the statutory consultation. The note was sufficiently detailed for the purposes of consultation and included information about traffic modelling, traffic flow and journey time, value for money assessment and impacts of Covid-19 on traffic. To support the supplementary consultation, an updated Technical Traffic Note was published, which included additional information on likely junction performance, accidents and mitigation on the local road network and proposed design changes. Furthermore, a 2D interactive mapping tool was provided to demonstrate traffic flow information, routeing and	N/A

Appendix Table 5.1G Summary of matters raised in relation to Q2d of the feedback questionnaire in relation to any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			journey times. The methodology and results of the traffic modelling is reported in more detail in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
13	Engineering design	Suggests this section should not be dualled to avoid the destruction of existing tree planting.	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 submitted with the Development Consent Order application.	N/A
14	Engineering design	Request's improvements to only 2 portions of the road, these being Henlade and Southfields. Considers all the remaining portions of the route adequately serve both through and local traffic requirements.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	Yes
15	Engineering design	Requests improvements should not include roundabout and should only be made to the bottlenecks	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	Yes
16	Engineering design	Suggests proposals need to be improved for walkers and cyclists and suggests traffic calming should be included.	Proposals for walkers, cyclists and horse-riders and improved connections as part of the scheme are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1, Annex F). As detailed in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2), the scheme includes a number of elements that either ensure continued access for walking, cycling and horse-riding, or bring improvements in terms of current accessibility and severance. Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) identifies the public rights of way (PRoW) that would be affected by the scheme and includes numerous proposals that seek to improve accessibility and connectivity across the PRoW network. In summary this includes: · 19 new PRoW (seven footpaths, three bridleways, nine restricted byways) · 14 instances of stopping up PRoW for which an alternative would be available · 19 instances (13 in full, 6 in part) of stopping up PRoW for which no alternative would be provided These works would maintain and enhance access to open spaces and nature, particularly for the communities which live close to these routes and who may use them frequently for local walking. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts 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 details of the local roads mitigation will continue into the detailed design stage.	Yes
17	Engineering design	Considers the proposals expensive and destructive to the environment and local communities. Concerned it has been designed by people with no local knowledge.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. National Highways 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).	
18	Engineering design	Requests a slip road in section 2 Mattock's Tree Green Junction to Griffin Lane to enable southbound access to the A358 from village road.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
19	Engineering design	Suggests that current access to A358 can be maintained after dualling by keeping original junctions as slip roads.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
20	Engineering design	Suggests slip lanes on/off the A358 to a T junction or similar is a better solution scale wise than over-engineered roundabouts.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
21	Engineering design	Requests that section 2 contain a slip road to allow traffic to enter and exit the A358 to access Bickenhall and the surrounding area	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
22	Engineering design	Considers there should be a slip road to enable southbound access to the A358 from village road	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
23	Engineering design	Disagrees with the proposals to create another road parallel to Mattock's Tree Green Lane. Considers a slip road to the A358 could connect northbound access through Oldway and Meare Lane out of Hatch Beauchamp southbound	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. This is also considered to be a more appropriate route than via Oldway Lane and Meare Lane and would reduce local journey times.	No
24	Engineering design	Disagrees with the proposal to create a parallel access road to Mattock's Tree Lane, connecting Village Road as considers northbound access to the A358 for residents of Hatch Beauchamp is adequately provided by Oldway lane and Meare Lane.	The Village Road link is considered necessary to provide connectivity between Hatch Beauchamp and Mattock's Tree Green junction. This is also considered to be a more appropriate route than via Oldway Lane and Meare Lane and would reduce local journey times.	No
25	Engineering design	Supports the statements given in Item 2d) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
26	Engineering design	Reiterates the West Hatch parish council response to question 2d.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
27	Engineering design	Copied 2d) (1)–- (2) Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
28	Engineering design	Supports the points made in the joint parish council response concerning the expressway standards.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
29	Engineering design	Comment that the proposals for Mattock's Tree Green junction to Griffin Lane are considered as an unimportant element of the scheme.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	No
30	Engineering design	Suggests Griffin Lane should not be used as a potential connection route across the new A358 as is almost a farm track and unsuitable for use as a regular road.	National Highways is not proposing any modification to Griffin Lane as part of the scheme and which would remain a lightly trafficked rural lane. There would be no connection between Griffin Lane and the A358 dual carriageway.	No
31	Engineering design	Questions if road designers have visited Griffin Lane.	National Highways and its suppliers have visited all areas of the proposed scheme, including Griffin Lane	No
32	Engineering design	Suggests Griffin Lane underpass will keep connections between Hatch Beauchamp and West Hatch.	National Highways acknowledges this comment	No

Appendix Table 5.1G Summary of matters raised in relation to Q2d of the feedback questionnaire in relation to any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
33	Engineering design	Considers Griffin Lane an unsuitable road for transport.	National Highways is not proposing any modification to Griffin Lane as part of the scheme and which would remain a lightly trafficked rural lane. There would be no connection between Griffin Lane and the A358 dual carriageway.	No
34	Engineering design	Requests a dedicated cycle lane.	The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, utilising existing infrastructure and allowing cyclists to pass through places of interest. Cycling would not be prohibited on the new dual carriageway based on the classification of the road. National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of cyclists. Throughout the development of the scheme, one of our aims is to enhance access for walkers, cyclists and horse-riders who use the route. The scheme seeks to provide an offline cycle route that would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys. It would connect to the local road network and the Sustrans national cycle network and includes new off-road routes. The scheme would provide 19 new public rights of way: seven footpaths, three bridleways and nine restricted byways. Four new traffic-free or very lightly trafficked bridges would be provided.	No
35	Engineering design	Considers the construction of a bridge over Griffin Lane would be costly	A new bridge over Griffin Lane is required to carry the new eastbound carriageway of the A358 as the existing bridge over Griffin Lane carrying the existing A358 is not wide enough to accommodate a dual-carriageway. It is therefore an essential part of the scheme. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.	No
36	Engineering design	States that if the road remained a single carriageway there would"t be congestion at Henlade	The amount of traffic forecast on the A358 through Henlade is forecast to exceed the capacity of the road in the near future. This would cause excessive congestion and exacerbate the effects of noise and air pollution within Henlade. The traffic through Henlade therefore needs to be diverted onto a route capable of accommodating the predicted level of traffic.	N/A
37	Engineering design	Considers the wide dual carriageway unnecessary as the road already has enough lanes. Concerned the scale of the road will mean rural land is unnecessarily taken.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	No
38	Engineering design	Considers the proposed junction overly complex and concerned it will encroach on surrounding farmland. Suggests a T junction with traffic lights would achieve the same result with a reduced cost to tax payers and the environment.	Mattock's Tree Green junction has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. 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.	Yes
39	Engineering design	Considers that the proposed road does not need to be of the proposed scale. Queries the function of the land in the middle of the proposed design and considers that it utilises too much concrete.	The additional widening in the central reserve is due to road safety, in order to provide sufficient forward visibility according to the speed of the road. The central reserve also contains a concrete safety barrier to separate the two carriageways. The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	
40	Engineering design	Considers closing junctions would defeat the objectives of the scheme and would disadvantage local communities by disconnecting them, creating longer journey times and having economic disadvantages.	The existing A358 also has many local roads and private accesses joining directly with it, which interrupt the flow of traffic and have the potential to create incidents, either by queueing traffic or turning movements, or by drivers trying to cross a junction to get to a village on the other side of the A358. By removing these the potential for incidents is reduced. 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
41	Engineering design	Objects to the removal of West Hatch Lane A358 junction as an access route to Hatch Beauchamp. Concerned that Griffin Lane is in poor condition and not appropriate for cycling. Highlights that proposals do not meet the requirements of Gear Change P20.	The existing A358 also has many local roads and private accesses joining directly with it, which interrupt the flow of traffic and have the potential to create incidents, either by queueing traffic or turning movements, or by drivers trying to cross a junction to get to a village on the other side of the A358. By removing these the potential for incidents is reduced. National Highways is not proposing any modification to Griffin Lane as part of the scheme. Gear Change states that the government will ensure new strategic A-road schemes include appropriate provision for cycling. There is a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards laid down, unless it can be shown that there is little or no need for cycling in the particular road scheme. "New standard" refers to Local Transport Note 1/20 (LTN 1/20). Future demand for cycling based on the Propensity to Cycle Tool forecasts increased cycling demand on the A358 but more so at the western end of the scheme and less so at the eastern end. Cycling demand across the wider Taunton-Ilminster corridor suggests that investment in cycling infrastructure would be better targeted on the local roads rather than as a parallel route on the scheme. National Highways plans that the scheme would make use of the local road network and new off-road routes to create a cycle route that would run from Henlade to Southfields roundabout. The scheme would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys. Local Transport Note 1/20 (LTN 1/20) is guidance for all government-funded projects and primarily focused on delivering improvements in an urban environment. In developing the interurban proposals for the A358, National Highways recognises the advice of LTN 1/20 but is unable to meet all its recommendations.	Yes
42	Engineering design	Suggests that the east of Mattock's Tree Green Junction should merge with the existing A358 obviating the need to dual the road towards Southfields.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	Yes
43	Engineering design	Considers the motorway style junction out of scale and inappropriate for the joining roads. Suggests the design should be simplified as to reduce land take and environmental impacts.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways 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	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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).	
44	Engineering design	Suggests the road should not be built to expressway standards and a simple dual carriageway trunk link would be sufficient.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	Yes
45	Engineering design	Consider there is no evidence for building the dual carriageway to an Expressway build standard. GD 300 E/5.1 directs the highway link between Southfields roundabout and M5 Junction 25/Nexus roundabouts be designed as a trunk link road in accordance with CD 109.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. CD109 forms part of the DMRB and is being used by National Highways as part of the design of the scheme.	No
46	Engineering design	Disagrees with the proposal to dual the entire length of the current A358 as considers it is both financially and environmentally irresponsible.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. The scheme proposals would aim to re-use as much of the existing A358 carriageway as possible in order to minimise environmental impacts and construction works and cost. 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
47	Engineering design	Requests that the Nexus 25 Roundabout undergoes design changes to make the Park and Ride accessible to the A358 from this junction	The scheme would not impact the current access to the Taunton Gateway Park and Ride, which would still be accessed from the existing A358.	Yes
48	Engineering design	Considers that too much land is being destroyed within Section 2 and suggests that junctions could be made more concise to utilise less land.	The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise footprint have been explored throughout the design process.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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. 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.	
49	Environment	Concern raised about about environmental impact to the ancient woodland in the area where Section 2 is proposed.	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 Chapter 8 Biodiversity of the Environmental Statement (Document Reference 6.2) submitted as part of the Development Consent Order application.	N/A
50	Environment	Concern the scheme will impact on ancient SSSI woodland bats, toad crossing, and crested newts in the area which all need protecting.	National Highways acknowledges concern over the level of impact on habitats and wildlife potentially arising from the scheme. The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies (amphibians, aquatic environment, badger, bats, barn owls, breeding and wintering birds, hazel dormouse, habitats, otters, reptiles, terrestrial invertebrates and water vole) have been developed with input from Natural England; these are provided within Environment Statement Appendices 8.24 to 8.35 (Document Reference 6.4) submitted with the Development Consent Order application. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have been retained or protected where possible or impacts 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 as part of the Environmental Statement (Document Reference 6.4, Appendix 7.3 Tree Survey and Arboricultural Impact) submitted with the Development Consent Order application. National Highways have 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. Habitat creation areas have been designed to form a network of habitats that would act as ecological dispersal corridors once established and to facilitate the safe movement of wildlife through the landscape. Where possible habitat creation has been used to reconnect parcels of semi-natural habitats, including small woodland blocks, within the local landscape along the A358. Additional measures have been incorporated into the scheme to facilitate the safe movement of wildlife. This includes mammal ledges within culverts and underbridges in key locations to encourage the mammal passage beneath the scheme even in times of flood. Badger tunnels would be incorporated where key badger movement corridors have been identified, and dormouse bridges would be used to maintain safe connection between dormouse habitats on either side of the scheme. These specifically designed features, which include culverts, underpasses, underbridges and tunnels for animals such as otter, water vole, badger and bats, would also benefit other species. Mammal-proof fencing has also been incorporated at key crossing points (for example watercourses) to direct wildlife towards tunnels, culverts and underbridges as appropriate.	No
51	Environment	Objects to proposals given concerns over impacts on environment, traffic, air noise and water pollution. Considers the project should be cancelled and funding allocated to a more creative multi-modular transports strategy.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the rest of the United Kingdom and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	No

Appendix Table 5.1G Summary of matters raised in relation to Q2d of the feedback questionnaire in relation to any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in Chapter 2 The project of the Environmental Statement (Document Reference 6.2). The impacts on air quality, noise and water specifically are included in Chapters 5 Air quality, Chapter 11 Noise and vibration and Chapter 13 Road drainage and the water environment (Document Reference 6.2).	
52	Environment	Concern raised that the road over Griffin Lane would cause so much noise to the residents of Griffin Lane in particular, as well as more noise for residents of Hatch Beauchamp and West Hatch.	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
53	Environment	Objection to the proposals for Section 2 for environmental reasons associated with land loss. Suggestion to make environmental mitigation a priority and continued land maintenance, and proposes grasslands and woods that would last longer than 5 years.	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) submitted with the DCO application. Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (EMP) (Document reference 6.4, Appendix 2.1) submitted with the DCO application, these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	N/A
54	Environment	Concerned that green space will be used up and considers Section 2: Mattock's Tree Green junction is not of appropriate scale and the roundabout is unnecessary	The Mattock's Tree Green junction is one of the two proposed grade-separated junctions on the scheme. It is an "all-movement" junction, which means all movements would be possible regardless of the approach road used. This would provide excellent connectivity for both local and regional traffic, which is a key scheme objective. Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways consider the size and scale of the junction is in line with the standards needed for a dual carriageway and appropriate to providing a connection between two A-roads – the A358 and the A378 to Wrantage and Langport – as well as providing local connections for rural villages. The junction has been designed to permit local traffic and agricultural traffic to join the strategic network in the safest practicable way. Following further traffic modelling and consultation, National Highways proposed several design changes to Mattock's Tree Green junction for supplementary consultation. These would improve access for communities living in West Hatch and Hatch Beauchamp and aim to reduce rat running on local roads.	Yes
55	Environment	States that the scheme is not sympathetic to the rural area and not in line with the environmental promises made by the nation.	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	No

Appendix Table 5.1G Summary of matters raised in relation to Q2d of the feedback questionnaire in relation to any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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).	
56	Environment	Concern the scheme will have a negative effect in terms of general disturbance, noise, air and light pollution and environmental degradation.	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 note comments raised in relation to the effect of the scheme on air quality. The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). 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. 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 approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). An assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2). Should the application be approved, the specific lighting specification will be developed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	No
57	Environment	Concern the scheme will have subsequent 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).	No
58	Environment	Considers the width of the carriageways and central reservation excessive and concerned a wider road will increase land take and 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). The additional widening in the central reserve is due to road safety, in order to provide sufficient forward visibility according to the design speed of each section. Planting options are to be considered at detailed design stage bearing in mind maintenance requirements for visibility and health and safety.	Yes

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			The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	
59	Environment	Requests that the proposals for section 2 are reconsidered with a view to minimising concrete and asphalt environmental impact whilst maintaining existing connections.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). National Highways is 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.	Yes
60	Environment	Concern about the environmental impact the construction of a bridge over Griffin Lane would create	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 Chapter 2 The project of the Environmental Statement (Document Reference 6.2). Mitigation proposed is specific to the impacts identified at each location, details of which are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).	No
61	Geology and soils	Suggests the need to consider the geological fault line that lies across the existing A358 around Griffin Lane.	The fault near to Griffin Lane has been identified as the Hatch Beauchamp Fault and has been considered in the design of the scheme. Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2) includes this in the baseline section.	No
62	Geology and soils	Suggests the need to consider the geological fault line in the area.	The fault near to Griffin Lane has been identified as the Hatch Beauchamp Fault and has been considered in the design of the scheme. Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2) includes this in the baseline section.	No
63	Landscape and visual impacts	Requests screening be maximised with the provision of deciduous trees a salmon colour concrete for the bridges and walls to compliment the soil. Requests wildlife and compatible plants and flowers be planted	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	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			6.3). 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. Woodland creation is therefore in alignment with the Government's aspiration to increase woodland cover by 2042 as set out in the 25-year Environment Plan. 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. As part of the DCO application, 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. The engineering design has been informed by the environmental assessment and revised to avoid or reduce impacts through the process. Specification of materials and finishes will form part of the detailed design process, should the Development Consent Order be granted for the scheme. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	
64	Landscape and visual impacts	Notes that the vertical alignment of the new dual carriageway at the Mattock's Tree Green junction is 15m lower than the existing ground level of the crest of the ridge. Concerned excavating and cutting through the crest would create an undesirable notch out of the existing ridge profile. Notes either significant consideration should be given to landscaping and earthwork profiles on approaches to mitigate against and appropriately conceal impacts on the Somerset landscape or this element should be designed out.	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
65	Landscape and visual impacts	Raises that it is hard to see the visual impacts of the scheme on the landscape within the plans.	A number of documents were made available in addition to the PEI Report, both digitally and in print, as well as in accessible formats such as easy-read and braille. These documents included a non-technical summary of the PEI Report, the consultation booklet, and a non-technical summary of the traffic technical note as well as a fly through video to help to visualise the scheme in context. These were provided to ensure that people could view and engage with as many of the materials as possible during the consultation period, at different levels of expertise and/or interest. Visual and landscape impacts on the scheme have been assessed in the Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) and the Environmental Masterplans (Environmental Statement Figure 7.8, Document Reference 6.3) demonstrate the proposals in context.	No
66	Noise and vibration	Requests the installation of a concrete noise containment wall where possible to minimise the noise disturbance into countryside. Requests the height of this wall to be a minimum of 4m and coloured green	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
67	Noise and vibration	Concerned that the creation of an additional bridge at Griffin Lane will negatively impact residents during the construction period and afterwards with increased noise levels.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A

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68	Noise and vibration	Requests that Griffin Lane bridge be noise protected as the area is hilly and noise is currently loud in the area.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
69	Population and human health: community impacts	Disagrees with the proposals for Section 2: Mattock's tree green junction to Griffin lane as considers it will ruin the quality of life in 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).	No
70	Population and human health: community impacts	Disagrees with the plans for Section 2: Mattock's Tree Green junction to Griffin Lane as considers there will be a negative impact on the local rural area and that dualling the road is not needed.	The need for the scheme is established and set out in the Case for 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
71	Population and human health: community impacts	Considers local residents should be a priority in plans for Section 2: Mattock's Tree Green Junction to Griffin Lane	As set out in this Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the Development Consent Order process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	No
72	Population and human health: community impacts	Concern that the proposed layout for Section 2 would create an adverse outlook for local residents and would be sited too close to properties. Concern about the noise pollution impacts and loss of farmland.	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). 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
73	Population and human health: community impacts	Concerned that as a result of increased traffic Hatch Beauchamp will be unsafe and subject to increases in air pollution. Considers proposals to be a detriment to all those in the local community, including care home residents and school children.	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,	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	
74	Principle of development	Objects to the principle of development. Notes the need to reduce the number of cars the country buys, journeys driven and fuel used to stay within the 1.5 degrees of warming. Notes building more roads will generate more traffic which will then cause pollution and congestion in the surrounding towns and villages.	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
75	Principle of development	Consider that lack of proposed access to the A358 would in-turn create a need to rat-run through Hatch Beauchamp.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. By improving congestion and reliability, the scheme aims to reduce the likelihood 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
76	Principle of development	States that the proposal to direct traffic from the new A358 to the Park and Ride via Henlade defies the principal of this scheme which is to bypass the village and reduce traffic levels through it	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with	N/A

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			some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where 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, should the Development Consent Order be granted for the scheme. 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.	
77	Principle of development	Notes the need to think of new solutions to issues of congestion and economic growth rather than repeating old ideas that will only exacerbate issues in the long run.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
78	Principle of development	Considers the scheme is over the top to solve a simple problem	The proposed scheme has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	N/A
79	Principle of development	Strongly object to creation of a a parallel access road to Mattock's Tree Lane, connecting Village Road. Northbound access to the A358 for residents of Hatch Beauchamp is adequately provided by Oldway lane and Meare Lane.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
80	Principle of development	Considers section 2 of the scheme unnecessary, costly in terms of land take, impact on the natural environment, disruption, time and materials as well as the associated embedded carbon.	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

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways 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 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.	
81	Principle of development	Considers the A358 should be left alone and dualling is not needed.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
82	Principle of development	Opposes the scheme	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
83	Principle of development	Suggests section 2 should not be upgraded and instead left as it is now.	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

Appendix Table 5.1G Summary of matters raised in relation to Q2d of the feedback questionnaire in relation to any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways 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.	
84	Principle of development	Notes that this section of road operates below capacity and there is rarely congestion on the road. Concerned the proposals are unnecessary.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
85	Principle of development	Concerned lots of money is being spent on changing the road, and at large environmental and social costs, considering section 2 of the road works well and has no congestion issues.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. 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). Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
86	Principle of development	Questions if the few miles of road that need to be dualled warrant millions of extra funding to provide infrastructure that is essential to mitigate the effect of the dualling on local residents.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). The impact of construction on residents and their health is identified and assessed in Environmental Statement Chapter 12 Population and human health (Document reference 6.2). In conclusion, all health outcomes are neutral across all wards for all health determinants.	
87	Principle of development	Suggests that rather than the scheme the money should be spent on railway lines, cycle lanes, bus lanes, wind power generators, solar panels, insulating buildings, future proofing critical infrastructure and updating the national grid.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Alternatives to the scheme including different modes of transport have been 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
88	Principle of development	Objects to the scheme as they do not understand or see any benefit	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
89	Principle of development	Considers the proposed alterations for section 2 should be abandoned	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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.	
90	Principle of development	Supports the scheme, considers the road improvement is needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
91	Principle of development	Highlights that the road needs to serve the needs of the daily users of the road and local residents more than the economic benefits to be gained from the holiday season, as it is considered that the local population will bear the impact of the propsoed changes.	The scheme has been designed to accommodate traffic up to 2046, and has been checked for a summer peak period flow to understand how it would operate under those conditions. The traffic model indicates that the flows are different in nature, but the proposed road and junctions will cope with the traffic levels during summer periods.	N/A
92	Principle of development	Objects to the proposed dualling scheme as it is considered that it would be detrimental to agriculture and green spaces. Considers improvements to Henlade bypassing and changes to Southfields roundabout are needed.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
93	Safety and road accidents	Supports bridges as are the safest way to keep villages connected.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
94	Safety and road accidents	States that Mattock's Tree Green Junction would be an improvement over the existing junction at Henlade, and that the dual carriageway would improve journey times and safety	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
95	Safety and road accidents	Concern the scheme will force local traffic to use C class roads and unclassified single track lanes, causing an impact on the quality of life for residents and severe safety issues for other road users, such as WCH.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
96	Safety and road accidents	Considers that the proposed dualling of the entire length of the A358 is unjustified. Highlights that from a safety perspective the road is below the national average for accidents and fatalities, and it continues to meet the requirements for supporting adequately the traffic flows for both through and local community traffic needs.	The accident analysis undertaken as part of the traffic modelling work shows that the existing road has a worse accident rate than the national average for this type of road. The forecast accident rate with the scheme is much lower, with a forecast number of accidents below that of the forecast number without the scheme, even with the higher traffic flow using the A358 with the scheme. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the	N/A

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			reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. The proposed Scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the rest of the United Kingdom and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. The methodology and results of the traffic modelling (including the road safety analysis) is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). 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. This includes the scheme cost, the economic benefits and the benefit to cost ratio.	
97	Safety and road accidents	Considers Section 2 should be a safer road for all users.	The accident analysis undertaken as part of the traffic modelling work shows that the existing road has a worse accident rate than the national average for this type of road. The forecast accident rate with the scheme is much lower, with a forecast number of accidents below that of the forecast number without the scheme, even with the higher traffic flow using the A358 with the scheme. The methodology and results of the traffic modelling (including the road safety analysis) is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
98	Safety and road accidents	Concerned that following the A358's current alignment will create sharp bends that will compromise safety when taken at increased speeds. Concern that these bends will also increase congestion as users reduce their speed.	The proposed A358 mainline would utilise the existing carriageway from approximately West Hatch Lane to Southfields Roundabout, incorporated as the westbound carriageway of a high-quality dual carriageway. The current horizontal alignment is acceptable in terms of design standards and an independent Stage 1 Road Safety Audit has not raised any concerns. In addition, widened central reserve and highway verges are proposed to maintain appropriate stopping sight distance for national speed limits, and forward visibility through areas which utilise the existing carriageway is improved over the existing provision.	No
99	Safety and road accidents	Highlights that safety for cyclists and local traffic is required.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. The 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.	No
100	Safety and road accidents	Concern the scheme will create an unsafe environment for WCH and will reduce the number of spaces for countryside recreation.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. The 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.	
101	Safety and road accidents	Suggests that the current Village Road needs safe provisions for WCH and safer traffic management. This will be exacerbated by the future scheme.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. 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.	No
102	Traffic, access and modelling	Concern the closure of the route into West hatch would create a risk	Based on feedback received from statutory consultation in 2021 the proposals for access to West Hatch have been modified. West Hatch can be accessed from the existing roads to the south and west, or from the new West Hatch / Scout Camp link that provides access to the Mattock's Tree Green junction. This means that with the scheme there will be the same number of access routes to West Hatch as there are currently.	N/A
103	Traffic, access and modelling	States that the proposed bridge over Griffin Lane is very important for local people to cross the A358, especially linking the parishes within the Seven Sowers Benefice.	Griffin Lane would continue to be used as part of the East Deane Way and Taunton Cycle Trail. No works are proposed to the lane itself although a new underbridge would be built alongside the existing bridge to carry the new eastbound carriageway of the scheme.	N/A
104	Traffic, access and modelling	Highlights that the proposed bridge over Griffin Lane is also important as Griffin Lane is a cycle route and cyclists need to be kept off the A358.	Griffin Lane would continue to be used as part of the East Deane Way and Taunton Cycle Trail. No works are proposed to the lane itself although a new underbridge would be built alongside the existing bridge to carry the new eastbound carriageway of the scheme.	N/A
105	Traffic, access and modelling	Objects to the plans for Section 2 as considers the traffic flows between Mattock's Tree Green junction to Griffin Lane are adequate	If an upgrade to dual carriageway were not carried out in the central section of the scheme, this section would quickly become overloaded and fail to adequately carry the level of traffic required. National Highways has carried out traffic modelling of the forecast situation. The demand for the road is higher than the level of traffic that currently uses it, as the constraints on traffic flows, journey time reliability issues, and slow travel through some sections, encourage drivers to find alternative routes. The scheme means that many of these drivers use the A358 between Taunton and Southfields instead of alternative routes.	N/A

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			The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
106	Traffic, access and modelling	Disagrees with the proposals to create a parallel access road to Mattock's Tree Lane and considers northbound access to the A358 for residents of Hatch Beauchamp is adequately provided by Oldway lane and Meare Lane	If Village Road were to be closed to traffic, traffic accessing the Hatch Beauchamp area would have to use either Meare Lane or Oldway Lane, both of which are of a lower standard than Village Road. The extension of Village Road to the Mattock's Tree Green junction using the current A358 carriageway has been carried out to allow safe and direct links from the Hatch Beauchamp area to the Mattock's Tree Green junction.	N/A
107	Traffic, access and modelling	Disagrees with proposal to create parallel access to Mattock's Tree Lane, and states that Northbound access to the A358 for Hatch Beauchamp's residents is already provided by Oldway Lane and Meare Lane.	If Village Road were to be closed to traffic, traffic accessing the Hatch Beauchamp area would have to use either Meare Lane or Oldway Lane, both of which are of a lower standard than Village Road. The extension of Village Road to the Mattock's Tree Green junction using the current A358 carriageway has been carried out to allow safe and direct links from the Hatch Beauchamp area to the Mattock's Tree Green junction.	N/A
108	Traffic, access and modelling	Disagrees with the proposals to create a parallel access road to Mattock's Tree Lane connecting Village Road	If Village Road were to be closed to traffic, traffic accessing the Hatch Beauchamp area would have to use either Meare Lane or Oldway Lane, both of which are of a lower standard than Village Road. The extension of Village Road to the Mattock's Tree Green junction using the current A358 carriageway has been carried out to allow safe and direct links from the Hatch Beauchamp area to the Mattock's Tree Green junction.	N/A
109	Traffic, access and modelling	Supports the layout proposals as should improve movement in/out of Thornfalcon petrol station and ease congestion at the traffic lights.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
110	Traffic, access and modelling	Considers the traffic issues to be much nearer to Southfields roundabout due failures in the design of the Ilminster bypass. Suggests the traffic will not be alleviated by making the A358 an expressway and ultimately congestion will increase as increased traffic volumes que to join the A303 at Ilminster bypass. Indicates the Ilminster bypass should be resolved to solve traffic issues.	National Highways have undertaken traffic modelling of the A358 and surrounding area including operational modelling of the key junctions along the scheme. The modelling of Southfields roundabout has been used to design mitigation measures to upgrade the roundabout such that in the 2046 design year it operates acceptably (within capacity) during typical peak-hour conditions. Checks have been undertaken on the summer period to see what impact the changes in flows during summer periods have on the operation of the roundabout. The improvements are forecast to appropriately deal with the forecast increases in traffic, reducing the likelihood that drivers seek alternative routes through the network. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
111	Traffic, access and modelling	Concern about connectivity between properties and villages north of the A358 and those south of the A358 and how traffic south of the A358 will access the new road to travel north on the M5.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway, with parallel roads provided to access the junctions more directly than using the existing local road network. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
112	Traffic, access and modelling	Concerned that the consultation documents state the scheme would improve connectivity for local communities and considers this a dishonest statement that shows lack of understanding for existing connections and local communities. Suggests proposals would significantly worsen connectivity between local communities.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway, with parallel roads provided to access the junctions more directly than using the existing local road network. It is acknowledged that some of these routes	N/A

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			are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
113	Traffic, access and modelling	Considers the scheme severs current links to the A358 and by creating only 2 junctions to connect with the A358 it will isolate local communities.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway, with parallel roads provided to access the junctions more directly than using the existing local road network. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
114	Traffic, access and modelling	Notes the need for local communities on the south side of the A358 to have a good route to reach Mattock's Tree Green junction, presumably via Ash Road.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway, with parallel roads provided to access the junctions more directly than using the existing local road network. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
115	Traffic, access and modelling	Concern the scheme will increase local journey times	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A

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116	Traffic, access and modelling	Notes that all access roads need to remain.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
117	Traffic, access and modelling	Considers lane access should be left along as considers they work well and are not unsafe	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
118	Traffic, access and modelling	Considers the existing access satisfactory and suggests this should be kept if a dual carriageway is built.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
119	Traffic, access and modelling	Considers the scheme severs current links to the A358 and by creating only 2 junctions to connect with the A358 it will push increased quantities of local traffic through the villages in order to connect with the A358, particularly at Hatch Beauchamp and Ashill.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road	N/A

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			network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	
120	Traffic, access and modelling	Concern that plans for Section 2 Mattock's Tree Green junction to Griffin Lane will increase rat running through Hatch Beauchamp and overload local narrow roads	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.	N/A
121	Traffic, access and modelling	Concern the proposals for plans for section 2: Mattock's Tree Green junction to Griffin Lane will increase rat running through Hatch Beauchamp.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.	N/A
122	Traffic, access and modelling	Consider the proposals and the lack of access to the A358 for villages would create a rat-run through Hatch Beauchamp	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document	N/A

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			Reference 7.4) and shows that there will be slight or negligible changes on most local roads, 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.	
123	Traffic, access and modelling	Considers it is a mistake that the scheme will increase traffic through Hatch Beauchamp as it undermines the work of the Hatch Beauchamp bypass	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
124	Traffic, access and modelling	Concern the scheme will increase traffic in rural villages	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
125	Traffic, access and modelling	Concern those visiting the area will have fewer access points to the A358 which will increase traffic on the country roads.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A

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126	Traffic, access and modelling	Considers there is a need for more access roads onto the new A358, however stated Higher west hatch lane is not suitable for an increase in traffic due to the road being narrow, with cottages and farms lining the sides of the roads.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined 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
127	Traffic, access and modelling	Notes the existing local lanes are narrow and unable to accommodate an increase in traffic.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
128	Traffic, access and modelling	Considers the lack of access to the A358 for traffic travelling down New Road from the crossroad at Staple Fitzpain will increase traffic on local lanes and push traffic onto Higher West Hatch Lane.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
129	Traffic, access and modelling	Considers the plans for section 2 unnecessary and a waste of money. Concerned proposals would create increased traffic and subsequent risks to local residents.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.	N/A

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			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
130	Traffic, access and modelling	Considers the plans for Section 2: Mattock's Tree Green junction to Griffin Lane including the flyover bridge would not alleviate the traffic problems and contribute to more noise pollution and disturbance to due to the proposed route's close proximity.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.	N/A
131	Traffic, access and modelling	Concern expressed that Griffin Lane is not suitable for most motorised traffic.	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. 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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
132	Traffic, access and modelling	Concern raised that Griffin Lane itself is not fit for purpose and should be discounted as a community access point.	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. 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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
133	Traffic, access and modelling	Object to proposals for Section 2: Mattock's Tree Green junction to Griffin Lane as it is considered that Griffin Lane is unsuitable for traffic as it is a single track lane.	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. Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.	N/A

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			The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
134	Traffic, access and modelling	Suggests Griffin Lane should be entirely discounted as it is mainly used for farm access and is not suitable for road traffic.	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. 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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
135	Traffic, access and modelling	Suggests that Griffin Lane is a cycle/farm track and is not appropriate for use by regular road users.	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. 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. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
136	Traffic, access and modelling	Concern that the construction of the scheme will result in an increase in traffic along higher west hatch lane, causing it to become gridlocked. States this level of traffic chaos would reach dangerous and unsatisfactory level if allowed.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
137	Traffic, access and modelling	Considers there is a need for more access roads onto the new A358, however stated Higher west hatch lane is not suitable for an increase in traffic due to large number of tractors and harvesters on the road	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
138	Traffic, access and modelling	Considers there is a need for more access roads onto the new A358, however stated Higher west hatch lane is not suitable for an increase in traffic as considers the road is well used by WCH	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
139	Traffic, access and modelling	Concern that the traffic counter on Bickenhall Lane was disconnected during the traffic counting exercise in 2019 so states the results will be skewed.	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. The methodology and results of the traffic modelling (including data collection) is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
140	Traffic, access and modelling	Considers the traffic monitoring has given skewed picture of the number of vehicles using Bickenhall Lane to either access or exit the A358 due to the traffic counter on Bickenhall Lane being disconnected	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. The methodology and results of the traffic modelling (including data collection) is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
141	Traffic, access and modelling	Requests for A358 to have priority over local roads on the junction for easy flow of traffic	The Mattock's Tree Green junction will be a grade-separated junction where the A358 will flow freely underneath the junction. A bridge will link two roundabouts (a 'dumbbell' junction) which then tie in to the local road network, allowing access on and off the A358.	N/A
142	Traffic, access and modelling	Suggests a slip road to support southbound access to the A358 from village road	The route from Village Road at Hatch Beauchamp and Hatch Green to access the A358 south heads over the A358 and through Ashill to the Ashill junction. A slip road is not appropriate at the Village Road overbridge due to the design standards being used.	No
143	Traffic, access and modelling	Considers WCH will conflict with motorised vehicles on narrow lanes	There are three rural lanes between Mattock's Tree Green junction and Griffin Lane, namely Ash Road, West Hatch Lane and Meare Green Lane. Traffic on these lanes would reduce as a consequence of the scheme. The lanes should be more amenable for walkers, cyclists, and horse-riders including less conflict with vehicles. Traffic on Griffin Lane itself would increase but it would still be a lightly trafficked lane.	N/A
144	Traffic, access and modelling	Considers traffic from Bickenhall can travel via Higher West Lane to access the A358 rather than travel north on the M5	Traffic from Bickenhall has access routes to the A358 via either the Ashill junction via the old A358 through Kenny and Ashill, or the Mattock's Tree Green junction via Cold Road, Higher West Hatch Lane and Ash Road, or West Hatch Lane and the new West Hatch and Scout Camp Link. This will depend on where the journey destination is.	No
145	Walking, Cycling and Horse-riders	States the herepath is a circular bridle way which connects to the Higher West Hatch Lane and therefore it is an important route which needs to be maintained.	Access to the herepath would be maintained by the proposed Bickenhall Lane overbridge. As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.	Yes
146	Walking, Cycling and Horse-riders	Requests a bridleway to account for the West Hatch Lane closure as considers the South of the A358 has a lot of horse-riders and it would help re-connect with the north of the A358	An outcome of the 2020 statutory consultation is that a new link road is proposed to connect West Hatch Lane towards the Somerset Progressive School, to enable users to cross the A358 at Mattock's Tree Green junction.	Yes
147	Walking, Cycling and Horse-riders	Requests clarification as to how WCH users and animals will cross West Hatch Lane following closure and requests a pedestrian tunnel be created in this area.	An outcome of the 2020 statutory consultation is that a new link road is proposed to connect West Hatch Lane towards the Somerset Progressive School, to enable users to cross the A358 at Mattock's Tree Green junction.	Yes
148	Walking, Cycling and Horse-riders	Requests that Village Lane receives features that protect cyclists from savings made by dropping GD300 compliance	National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles. The forecast changes in traffic flows on Village Lane do not necessitate additional provision for cyclists.	N/A
149	Walking, Cycling and Horse-riders	Support for proposals for Section 2 as it is considered that any improvement would be welcome, especially for cyclists.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A

Appendix Table 5.1G Summary of matters raised in relation to Q2d of the feedback questionnaire in relation to any other comments about our plans for Section 2: Mattock's Tree Green junction to Griffin Lane and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
150	Walking, Cycling and Horse-riders	Comment in relation to Section 2 that the proposed parallel route for cyclists using local roads is disappointing as is longer than the proposed roadway. Concern raised that it is to be expected that car traffic on these roads will increase as a result of the reduced access to the A358, and that this will make it more dangerous for cyclists.	The offline cycle route uses lightly trafficked roads and traffic-free track and follows the scheme as closely as practicable. Access for cyclists would be maintained where vehicular access would be stopped up. A full analysis of traffic flows along the offline cycle route was undertaken and the route includes off-carriageway sections where feasible.	No

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Air quality	Concerns over farm vehicles accessing Staple Fitzpaine and West Hatch now being redirected through Hatch Beauchamp and creating pollution.	A small number of trips would be generated as a result of farm vehicles. A proportional assessment has been undertaken to identify potential significant effects in this area.	No
2	Air quality	Concerned increased traffic will create air pollution in Hatch Beauchamp. Suggests that lack of car parking and parking on road will block traffic leading to traffic jams in the village.	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the 'Base', 'Do Minimum' (without scheme) or 'Do Something' (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations it is considered the proposed scheme would have no significant effects on air quality in relation to human health.	No
3	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
4	Alternatives to the scheme	Suggests that scheme should be cancelled in its entirety and the money re- invested in non-road building alternatives.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this DCO 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. The South West's economy is under-performing compared to the rest of the UK and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). 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
5	Alternatives to the scheme	States that the bridge would be better positioned at Staple Fitzpaine Road where the road is wider and can accommodate traffic better. Highlights that Bickenhall Lane is too narrow	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species.	Yes

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
6	Climate	Objects to proposals for a new bridge at Bickenhall Lane. Highlights that transportation is energy intensive and that there is a need to respond to the climate emergency declaration made by Central Government and to avoid reaching an environmental crisis.	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate. Alternatives to the scheme including different modes of transport were considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in June 2019. This concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not sufficiently reduce the number of vehicles to help address the identified problems along the A303/A358 corridor.	No
7	Climate	Objects to the principle of development. Considers the road cannot be justified given the context of the climate and ecological emergency. Concerned the scheme does not take this emergency seriously or follow environmental science. Suggests the money should be spent on rebuilding nature rather than destroying the countryside.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2). National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.	No

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	
8	Climate	Objects to the scheme as considers it is not needed due to climate change and the associated impacts	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	No
9	Consultation	Concern that National Highways has presented three options for consideration at Capland, but has presented this option as if the only choice for Hatch Beauchamp. Considers it would be impossible that NH has done sufficient modelling or local engagement from all stakeholders and therefore should have consulted on more options in this public statutory consultation.	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 Statement of Community Consultation (Document Reference 5.1, Appendix 4.4) 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.	No
10	Consultation	Considers NH misrepresented the local people when stating option 3 was the most popular option regarding Bickenhall lane, states there is no evidence to support this.	National Highways did not present options for Bickenhall Lane overbridge at statutory consultation. Design development work involved option identification, appraisal and refinement. In this case, a range of vehicular and pedestrian provision options were considered, which included non-statutory engagement with landowners to help inform design development work as appropriate. Where options were not considered feasible, they were not progressed to public consultation. National Highways presented appropriate options for statutory consultation for feedback. At statutory consultation, some of the stakeholder responses raised concerns with the suitability of Bickenhall Lane for public vehicular traffic due to increased traffic on the bridge. Taking into account consultation feedback, National Highways modified the design of the scheme for supplementary consultation to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access, including for agricultural vehicles. As a result of this change, there would be no public motorised traffic using the bridge and the route via Hatch Beauchamp to access the Mattock's Tree Green junction. To access the junction, traffic would use the route via Cold Road and Higher West Hatch Lane. The change would reduce traffic volumes through Hatch Beauchamp when compared to the forecast levels of the previous proposals as presented at the statutory	No

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			consultation 2021. In addition, the change means that the bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species.	
11	Consultation	Considers questions 3a to 3d are the wrong questions to ask as no information has been provided on the environment, road traffic and safety impact of each of these features.	As set out in this Report, National Highways considers that consultation was accurate, robust, had an appropriate reach and allowed sufficient time to provide a response, meeting all the required National Highways standards and requirements of the Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Consultation Report Chapters 4 and 7 sets out the documents that were made available and where during the consultation. This included; a Technical Traffic Note, Preliminary Environmental Information (PEI) Report as well as a Non- Technical Summary to understand the environment, road traffic and safety impact of these features. The level of information was appropriate for the nature of this Nationally Significant Infrastructure Project, and acknowledging the range of interests in the scheme, provided both technical and non-technical summaries of key documents to help all groups of people get involved and have their say. As set out in the Statement of Community Consultation (SoCC) (Document Reference 5.2, Appendix 4.4) and SoCC Addendum (Document Reference 5.2, Appendix 4.4) advice was sought from Local Authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultation and had the opportunity to contribute to them. National Highways provided a range of activities throughout the consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team and were on hand to take questions relating to the feedback questionnaire.	N/A
12	Consultation	Requests national highways consider the issues raised at consultation	As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Information on how consultation responses are dealt with is available in the Consultation Report (Document Reference 5.1). Following the 2021 statutory consultation, design changes to the scheme proposals were made and these were published in the 'Responding to feedback from 2021 public consultation' document on the National Highways website (https://highwaysengland.citizenspace.com/he/a358-taunton-to-southfields-2022-sup-consultation/). These were then consulted on during the 2022 supplementary consultation.	N/A
13	Consultation	Considers the consultation questions to be misleading as people will support the proposals due to access requirements despite not agreeing with the overall scheme.	As set out in this Report, National Highways considers that consultation was accurate, robust, had an appropriate reach and allowed sufficient time to provide a response, meeting all the required National Highways standards and requirements of the Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. As set out in the Statement of Community Consultation (SoCC) (Document Reference 5.2, Appendix 4.4) and SoCC Addendum (Document Reference 5.2, Appendix 4.4) advice was sought from Local Authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultation and had the opportunity to contribute to them. In addition to the questionnaire, there were several channels through which consultees could provide their feedback on the scheme including freepost letters and emails. National Highways provided a range of activities throughout the consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team and were on hand to take questions relating to the feedback questionnaire.	N/A
14	Consultation	Supports the Community of Parishes and the West Hatch Parish Council response in relation to the proposals for a new bridge at Bickenhall Lane to provide access for WCH, vehicles and disabled users	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document	No

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	
15	Engineering design	Requests information about how high the side rails of Bickenhall Lane bridge will be for the safety of horses and horseriders	All overbridges on the scheme including Bickenhall Lane would have high parapets suitable for horse-riders including partial solid infill.	No
16	Engineering design	Requests that a development plan for cascading improvements to the surrounding road network is required prior to final designs being improved.	National Highways acknowledge concerns over existing local roads. The scheme aims at reducing traffic through local towns and villages closing a number of existing accesses in order to avoid rat running. Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage.	No
17	Engineering design	Suggests that traffic from Neroche Parish needs to be able to join the A358 directly when travelling west towards Taunton. Suggests a taper slip road onto the west bound carriageway would be the best solution and proposes the best location to be next to Bickenhall Lane bridge, or failing that the bridge across the A358 from Village Road to Staple Fitzpaine Road.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	Yes
18	Engineering design	Objects to proposals for a new bridge at Bickenhall Lane bridge. Concern raised that this would remove access to the A358 and direct traffic through Village Road an on through Ashill.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
19	Engineering design	Objects to proposals for Bickenhall Lane bridge and suggests it should be accessible for all road users.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
20	Engineering design	Suggests that a bridge at Bickenhall Lane is unnecessary and suggests Bickenhall Lane should be closed off to all motorised vehicles as it is too small.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the	Yes

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
21	Engineering design	Concern that if traffic is able to use the bridge a large volume of vehicles will be diverted through Hatch Beauchamp each day. Suggests that this scenario negates the original purpose of the A358 to reduce traffic in the village. Requests only WCH and farm traffic has access to the bridge.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
22	Engineering design	Objects to the need for a vehicular bridge at Bickenhall Lane as severance is not an issue. Notes the Hatch Beauchamp side of Bickenhall lane is used rarely and mainly by farm traffic, walkers, cyclists and horse-riders. Suggests a limited access Farm bridge is all that is required if access is an issue.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
23	Engineering design	Suggests the bridge proposal is not required but if farming access is needed it should be a farm/WCH only bridge.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
24	Engineering design	Suggests alternative routes for non-A358 traffic and those who cannot access it should be a part of the schemes scope.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for	Yes

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
25	Engineering design	States that this proposal is unworkable	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
26	Engineering design	Requests an underpass under the existing road to allow connectivity for residents and wildlife	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
27	Engineering design	Suggests there are currently very few walkers in the area and the bridge would be largely redundant to WCH groups. Suggests the bridge would only attract cars that can no longer access the A358 from their villages. Proposes that Neroche accesses the A358 via Hatch Beauchamp increasing traffic through the village.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
28	Engineering design	Considers cycle provision to be inadequate.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.	
29	Engineering design	States that one bridge for all users would not be viable, as tractors would frequently use the road and mixing WCH with them would be dangerous	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. The lane is designed with appropriate forward visibility that would allow tractor drivers to see people in the road and slow down as required.	No
30	Engineering design	Considers Bickenhall Lane the best and only option for taking farming and heavy goods vehicles across the upgraded A358 from Neroche Parish to Hatch Beauchamp. Notes there is a narrow twisting section from Neroche Parish until it widens out in approach to the A358 as well as narrow pinch points on the Hatch Beauchamp side. Considers the alternative road to the A358 via Staple Fitzpaine also unsuitable with narrow pinch points in addition to being structurally unsound near the bridge over the stream.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction. National Highways acknowledge concerns over existing local roads. The scheme aims at reducing traffic through local towns and villages closing a number of existing accesses in order to avoid rat running. Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage.	No
31	Engineering design	Supports the proposals for a bridge at Bickenhall Lane, however concern that the bridge is not wide enough for cars and horserides to use together safely	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
32	Engineering design	Requests that the woodland be extended against the west of the New Bickenhall Lane south of the A358 and that the water reservoir at the	Assumption made that 'water reservoir' referred to in request relates to the National Highways attenuation pond located adjacent to the A358. The attenuation pond has now been located to the east of Bickenhall Lane.	Yes

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		West of the new Bickenhall Lane be moved to the east of Bickenhall Lane.	Woodland planting has been developed in conjunction with moving Bickenhall Lane overbridge south by approximately 165m. The extent of woodland planting in this area is determined on what is required for essential mitigation. Further details can be found in the Environmental Masterplans (Environmental Statement Figure 7.8) (Document Reference 6.3).	
33	Engineering design	Requests slip roads are also provided for vehicles to access the A358.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	N/A
34	Engineering design	Objects to the location of the new bridge at Bickenhall Lane as considers this would cause havoc in Hatch Beauchamp village, due to a blind bend which is wide enough for one car only. Requests a sign be placed at both ends of crossing.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
35	Engineering design	Questions if the bridge needs to be two lanes given the road either side is single track with passing places.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
36	Engineering design	Requests Bickenhall Lane have a junction that can be accessed from the A358 instead of a bridge as considers Bickenhall Lane is frequently used and provides direct access to the Blackdowns and amenities.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions. Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.	No
37	Engineering design	Objects to proposals for a new bridge at Bickenhall Lane and suggests what is needed is improved road design to allow safer access and exit.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions. Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.	
38	Engineering design	Suggests the Parish Council mitigation proposals should be considered and direct access is required south of Hatch Beauchamp. Should Bickenhall Lane overbridge not be present, Bickenhall Lane should remain open by extending the planned service road from Ashill to Hatch Beauchamp overbridge to Bickenhall Lane. Suggests a taper merge slip road should be provided onto the west bound carriageway. Suggests that if the bride is going to be built, the western end of the service should terminate at the existing staple Fitzpaine junction and a merge slip road onto the westbound carriageway provided at that point.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
39	Engineering design	Refers to paragraph 'General' of the West Hatch Parish Council response to question 8	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
40	Engineering design	Objects to proposals for a new bridge at Bickenhall Lane. Copied responses from 3a) (1) - (5) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
41	Engineering design	Objects to proposals for a new bridge at Bickenhall Lane. Supports the statements given in Item 3a) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
42	Engineering design	Notes that the proposals are logical as most traffic using Bickenhall Lane is crossing the A358.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	N/A
43	Engineering design	Objects to proposals as considers Bickenhall Lane bridge would not be required if the road was a straight forward dual carriageway with slip roads.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
44	Engineering design	Supports the proposals for a new bridge at Bickenhall Lane as it will significantly improve journeys between Hatch Beauchamp and Slough Green.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
45	Engineering design	Supports proposals for a new bridge at Bickenhall Lane as considers the layout and route to be good.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
46	Engineering design	Supports proposals for a new bridge at Bickenhall Lane and considers there to be no issues.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
47	Engineering design	Support for proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users as it would provide safer access to both sides of the A358 for all users, particularly cyclists and walkers.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
48	Engineering design	Consider the bridge will provide connectivity between hatch Beauchamp, Bickenhall and Staple Fitzpaine.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
49	Engineering design	Supports proposals and suggests Bickenhall Lane bridge could be implemented regardless of the road being converted to a dual carridgeway.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
50	Engineering design	Support for a new bridge at Bickenhall Lane as considers that it would ensure route continuity.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
51	Engineering design	Supports proposals for Bickenhall Lane. States that the bridge would be well used and would be important to link the villages on each side of the A358 which used to be a single community and has been divided for many years.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
52	Engineering design	Supports proposals as removes walkers from current road.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	No
53	Engineering design	Supports the proposals and emphasises the importance of considering cyclists, walkers and horse-riders.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	No
54	Engineering design	Supports the proposals for a new bridge at Bickenhall lane for access for WCH and disabled users and considers any additional safe crossings of the A358 would be beneficial for WCH.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	No
55	Engineering design	Objects to proposals for a new bridge at Bickenhall Lane as it is commented that this section functions well already.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding	No

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
56	Engineering design	Objects to proposals for Bickenhall Lane bridge but notes if the new bridge is required if there is a refusal to permit direct access to the new road. Considers that without access there would be further dislocation, isolation of local communities and lengthier journey times.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction. National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
57	Engineering design	Suggests the proposed design changes will change the nature of the local road network and cause more traffic and accident risk.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
58	Engineering design	Suggests that if the bridge is built the local round network will be carnage. Notes the narrow road is already busy with farm vehicles and raises concerns over other villages using the bridge as a rat run to access the A358.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
59	Engineering design	Disagrees with the proposals for a new bridge at Bickenhall Lane as considers bridges over the A358 are not needed as consider they destroy land either side and increase journey times for residents.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
60	Engineering design	Objects to the flyovers at Bickenhall Lane and Village Road as suggests they would route traffic from Neroche, West Hatch, Ashill and Staple through Hatch Beauchamp to access the A358. Concerned that an increase in traffic in Hatch Beauchamp defeats the original purpose of the road and despite saving Henlade the proposals would destroy Hatch Beauchamp.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access	Yes

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Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
61	Engineering design	Concerned that traffic, including farm vehicles and lorries, will drive through Hatch Beauchamp to access the A358. Suggests the junction at the end of Bickenhall Lane where it enters Village Road is inadequate for this level of traffic and it would make the village unsafe. Notes there is much on street parking on Village Road as there is little off-street provision available. Concerned the increased traffic along Village road will be adjacent to the children's play area.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
62	Engineering design	Suggests the lane is likely to become a rat run for people to access the junction at Mattock's Tree Green via Hatch Beauchamp.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
63	Engineering design	Objects to proposals for Bickenhall Lane bridge as considers the local road network unsuitable. Notes the adjoining lanes are too narrow for the traffic attracted by the bridge and concerned vehicles would not be able to pass. Suggests a short diversion to the new junction at Village Road flyover would provide easy and safe access to Bickenhall Lane and Staple Fitzpaine from Hatch Beauchamp on more suitable roads. Suggests the proposed Bickenhall Lane bridge should be cancelled as is not needed and this will save the environment, money and reduce potential for a rat run.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes

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			Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
64	Engineering design	Objects to the scheme as a whole, however considers if there scheme were to happen there would be a need for a bridge crossing at Bickenhall Lane to allow Griffin Lane to remain a local road and provide access for WCH.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction. National Highways is not proposing any modification to Griffin Lane as part of the scheme. There would be no connection between Griffin Lane and the A358 dual carriageway.	No
65	Engineering design	Considers the new bridge at Bickenhall Lane to provide access for vehicles, WCH and disabled users to be a waste of money. Requests more money be put into the junction/ new bridge for the village road over the A358.	The provision of a new link and overbridge at Bickenhall is required to maintain local connectivity in addition to the Village Road overbridge Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
66	Engineering design	Considers proposals for a new bridge at Bickenhall Lane unnecessary.	The provision of a new link and overbridge at Bickenhall is required to maintain local connectivity in addition to the Village Road overbridge Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the	No

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			scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
67	Engineering design	Concerned that money will be spent on Bickenhall Lane bridge when there is an adequate lane available for an unobtrusive slip road to join the Taunton bound A358. Notes there are many other route options for those wishing to travel towards Ilminster or join the A303.	The provision of a new link and overbridge at Bickenhall is required to maintain local connectivity in addition to the Village Road overbridge Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
68	Engineering design	Considers the proposals for a new bridge at Bickenhall Lane is an urban monstrosity	The provision of a new link and overbridge at Bickenhall is required to maintain local connectivity in addition to the Village Road overbridge Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
69	Engineering design	Requests Bickenhall Lane and bridge remain as a single lane to prevent this route from becoming a rat run and promote safe cycling, walking and riding,	Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners, walking, cycling and horse-riding users (WCH) and disabled users. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH. This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.	Yes
70	Engineering design	Supports the proposals for a new bridge at Bickenhall as the it follow the existing route so there will be minimal wider impacts.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-	Yes

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			riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
71	Engineering design	Considers the route unsuitable for the amount of traffic it will attract. Concerned Bickenhall Lane bridge has two lanes but the connecting road is for most part single track with few passing places.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
72	Engineering design	Suggests proposals for Bickenhall Lane Bridge should be adopted with the absence of the rest of the expressway. Requests the bridge link across the existing A358.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
73	Engineering design	Considers the provision of a multi point bridge/junction to join with the Ashill village road would make more sense than a new bridge at Bickenhall Lane.	The provision of a new link and overbridge at Bickenhall is required to maintain local connectivity in addition to the Village Road overbridge. The Village Road overbridge connects Hatch Beauchamp with Ashill and other local roads such as Staple Fitzpaine Road and Capland Lane via the proposed Capland link.	Yes
74	Engineering design	Considers Bickenhall lane bridge should be constructed over the existing two lane road	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.	Yes

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			The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	
75	Engineering design	Disagrees with the proposals for a new Bridge at Bickenhall Lane as considers the existing A358 is adequate	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	Yes
76	Engineering design	States that if the entirety of the scheme is not built then Bickenhall Lane bridge will not be needed	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	Yes
77	Environment	Notes that Village Road at Hatch Green frequently floods.	National Highways welcome the information shared regarding existing flooding. A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	No
78	Environment	Objects to proposals for a new bridge at Bickenhall lane as concern that nature and wildlife would suffer at the expense of being able to drive faster/overtake.	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) submitted with the DCO application. 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	N/A

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (EMP) (Document reference 6.4, Appendix 2.1) submitted with the DCO application, these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	
79	Environment	Disagrees with the proposals for a new bridge at Bickenhall Lane to provide access for WCH and disabled users as considers there is too much land take which creates a negative impact on the rural area and ecology, the bridge is a visual eyesore and that dualling in this location is not needed as there is little existing congestion.	The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1). 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. 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) submitted with the DCO application. Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (EMP) (Document reference 6.4, Appendix 2.1) submitted with the DCO application, these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	Yes
80	Environment	States that the increased pollution from the construction and the large amounts of increased traffic would be devastating	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 effects during construction on air quality. There would be temporary direct significant adverse noise effects at approximately 293 residential properties and three non-residential properties (124 major impacts and 172 moderate impacts) located within the study area during construction and temporary direct significant adverse vibration effects have been identified at 50 residential properties and one non-residential property: Somerset Progressive School. These are moderate impacts on 48 receptors (including Somerset Progressive School) and major impacts on 3 receptors. The Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) outlines how construction traffic would be managed, whilst the Environmental Management Plan (Document Reference 6.4, Appendix 2.1) sets out how the impact of construction on the environment, the road network and local communities will be managed.	N/A
81	Environment	Considers the increased traffic through Hatch Beauchamp will destroy its rural identity as well as increase pollution, reduce air quality and increase accidents.	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.The potential impacts on air quality at Hatch Beauchamp are reported in Chapter 5 of the Environmental Statement. This assessment is based on traffic modelling undertaken as part of the scheme development. National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	N/A
82	Environment	Concern that the scheme will result in the loss of agricultural land to build Bickenhall lane bridge, considers this will destroy the rural identity of Hatch Beauchamp village.	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	No

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			agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2). National Highways 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.	
83	Environment	Considers the proposals for a new bridge at Bickenhall Lane will destroy 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).	No
84	Environment	Concern increased traffic through Hatch Beauchamp will destroy the rural identity and increase pollution, reduce air quality, and increase accidents	National Highways note the concern over the level of environmental impact potentially arising at Hatch Beauchamp as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in Chapter 2 The project of the Environmental Statement (Document Reference 6.2). National Highways note the comments on the effect of the scheme on air quality. Environmental Statement Chapter 5 Air quality contains an assessment of the impacts of the scheme. The air quality assessment considered both the construction and the operational phase and concluded the proposed scheme's impact on air quality concentrations in relation to human health effects is not significant. 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
85	Environment	Objects to the scheme as considers it will devastate the local environment and lead to increase noise and air quality	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 note the comments on the effect of the scheme on air quality. Environmental Statement Chapter 5 Air quality contains an assessment of the impacts of the scheme. The air quality assessment considered both the construction and the operational phase and concluded the proposed scheme's impact on air quality concentrations in relation to human health effects is not significant. A low noise surface will be included on the scheme to minimise noise generation in all locations. Detailed	No

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			modelling of the spread of noise has been undertaken and 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 is outlined in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2).	
86	Environment	Concerned increased levels of traffic moving along the A358 at speed will create additional air and noise pollution and impacts the woods and wildlife nearby.	National Highways note the concern over the potential for the scheme to impact natural habitats. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement (Document Reference 6.2) describes the mitigation measures we have adopted. This shows that whilst we would lose woodland, we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs for hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3 Environmental Statement Figures) sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2). National Highways note the comments on the effect of the scheme on air quality. Environmental Statement Chapter 5 Air quality contains an assessment of the impacts of the scheme. The air quality assessment considered both the construction and the operational phase and concluded the proposed scheme's impact on air quality concentrations in relation to human health effects is not significant. A low noise surface will be included on the scheme to minimise noise generation in all locations. Detailed modelling of the spread of noise has been undertaken and 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 is outlined in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2).	No
87	Landscape and visual impacts	Consider that increased traffic will impact the rural identity, increase accidents to sensitive receptors and reduce air quality.	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 proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. National Highways note comments raised in relation to the effect of the scheme on air quality. 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) submitted with the DCO application. 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 (AQMA) at Henlade. National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity. Forecast accident analysis indicates that there will be fewer accidents with the scheme in place. This is because the dualled A358 will provide safe overtaking opportunities and a central reserve barrier that will significantly reduce the likelihood of head on collisions. The traffic modelling also indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. As a result, there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4). National Highways has made some changes to the proposals for the new bridge at Bickenhall Lane. The bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species. Additionally, feedback from the 2021 public consultation identified concerns with the suitability of Bickenhall Lane for public vehicular traffic. In response, National Highways are now proposing to limit access to this bridge to walkers, cyclists and horse-riders, including disabled users, which can also be used by local landowners for farm access. As a result of this change, there would be no public motorised traffic using the bridge and the route via Hatch Beauchamp to access the Mattock's Tree Green junction. To access the junction, traffic would use the route via Cold Road and Higher West Hatch Lane. This means that there will	No

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			be no through traffic using Bickenhall lane with the proposed A358 scheme in place. No slip road accesses to the A358 on Bickenhall Lane are included in the proposed A358 design.	
88	Landscape and visual impacts	Considers the approach road to the bridge takes an unjustified and significant amount of prime agricultural lane.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	N/A
89	Noise and vibration	Suggests proposals would be noisy, polluting and unnecessary.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
90	Noise and vibration	Concerns over farm vehicles accessing Staple Fitzpaine and West Hatch now being redirected through Hatch Beauchamp and creating noise.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
91	Noise and vibration	Requests that bridge is designed with horse-riders in mind, with the inclusion of noise barriers and high sides. Highlights that there is is a large population that crosses onto the A358 at present from Staple Fitzpaine and Bickenhall, so easy access is needed.	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.	N/A

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			The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	
92	Noise and vibration	Concerned increased traffic will create noise in Hatch Beauchamp.	The scheme will include a low noise surface to minimise noise generation in all locations. Detailed modelling of the spread of noise has been undertaken and 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. 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) submitted with the Development Consent Order application. The location of noise bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).	N/A
93	Population and human health: community impacts	Objects to proposals for Bickenhall Lane as it is considered that this is located to close to the village and local businesses.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction. 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
94	Population and human health: community impacts	Concern that proposals for Bickenhall Lane Bridge will undermine village life and reduce the quality of life to residents	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction. 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
95	Population and human health: community impacts	Concern the proposals using Bickenhall Lane will increase in the numbers of vehicles travelling directly through the centre of Hatch Beauchamp which will impact on residents quality of life.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.	No

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			The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction. 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.	
96	Population and human health: community impacts	Concerned about the additional noise and light pollution that will result from increased traffic to residents of Hatch Beauchamp. Concerned there will be increased damage to parked cars as a result of the narrow road.	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). 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. The proposed scheme will have fewer junctions than the existing A358, which in itself contributes to the safety of those travelling along the A358, but it also means that traffic from some local communities around the A358 corridor will travel slightly further along local roads to access the A358. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
97	Population and human health: health	Supports proposals for a bridge at Bickenhall Lane	National Highways welcomes the support received in relation to the design proposals at Bickenhall Lane.	N/A
98	Population and human health: health	Would like more provision for cycle access along the A358.	The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, utilising existing infrastructure and allowing cyclists to pass through places of interest. Cycling would not be prohibited on the new dual carriageway based on the classification of the road. National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of cyclists. Throughout the development of the scheme, one of our aims is to enhance access for walkers, cyclists and	No

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			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. 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).	
99	Principle of development	Objects to proposals as considers the proposed bridge at Bickenhall Lane to not be required. Concerned any potential traffic along this route would make the route dangerous as there are limited passing places and agricultural vehicles often use the road.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction. To get to Bickenhall from Southfields roundabout with the proposed dualled A358 in place, it is recommended you travel up the dualled A358 to Ashill junction, drive through Ashill and onto the section of the existing A358 retained for local access, then turn left at Staple Fitzpaine Road. To get to Bickenhall from M5 junction 25 with the proposed dualled A358 in place, it is recommended you take the dualled A358 to the Mattock's Tree Green junction, then take Ash Road and Higher West Hatch Lane.	N/A
100	Principle of development	Concerned the scheme is moving congestion from one place to another and only saves 3 minutes per journey. Concerned the scheme will not solve the main problem of queuing traffic at either end of the A358 even with the proposed improvements at the link roundabouts and therefore concerned the traffic will just get to bottlenecks 3 minutes quicker.	The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	N/A
101	Principle of development	Considers the proposals excessive to solve the problem with the A358. Highlights that the main congestion problem is the approach to J25 from	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	No

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		Henlade and suggests this should be solved with a wider selection of road with more lane options in the last 300m of the approach.	progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The route is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Somerset County Council completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes. As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
102	Principle of development	Highlights that the A358 was constructed to provide a bypass for traffic congesting on the old Taunton to Ilminster through Hatch Beauchamp. Concern raised that the current proposal would undermine that justification by cutting off direct accesses to the A358 and routing traffic from the villages east of the A358 back through Hatch Beauchamp.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
103	Principle of development	Considers the bridge unnecessary if the proposed changes to the A358 do not go ahead in this section.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
104	Principle of development	Considers a dual carriageway is not appropriate	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.	No
105	Principle of development	Objects to proposals as considers them not needed and suggests this section should be left.	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.	No
106	Principle of development	Objects to proposals as considers them not needed.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.	No
107	Principle of development	Suggests Bickenhall lane should be left as it currently is as it does not need changing.	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.	No

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108	Principle of development	Objection to the proposed scheme as it is considered that there is no need to upgrade the road. Comments that 'peak car' has probably been reached and that in less than 10 years time, given the climate emergency, expenditure on this scheme will not be worthwhile.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
109	Principle of development	Supports the scheme, considers the road improvement is needed and everyone should be catered for.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
110	Principle of development	States that the re-routing of the A358 is unnecessary	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
111	Principle of development	Supports Bickenhall Lane bridge proposals as it would be safer for WCH	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
112	Principle of development	Support for the bridge at Bickenhall Lane however believes this part of the project should be isolated and the rest rejected in favour of a cycle route from Taunton to Ilminister due to cost	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals at Bickenhall Lane. 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. 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. It would connect to the local road network and the Sustrans national cycle network and includes new off-road routes. 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.	No
113	Principle of development	Suggests the scheme is excessive and costly for problems that are only experienced during peak times and on a relatively short section of road. Considers the scheme to be a poor use of resources. Concerned by the amount of roads and roundabouts planned and the subsequent impact on the environment, landscape, wildlife and rural communities.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts,	N/A

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			and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in Chapter 2 The project of the Environmental Statement (Document Reference 6.2). The Environmental Impact Assessment (EIA) applies a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment, in accordance with the Design Manual for Roads and Bridges standards. The methodology, including study areas, for each of the environmental topics considered in the Environmental Statement (Document Reference 6.2) are set in the individual topic chapters, referring to the relevant standards as appropriate. The EIA uses a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. These methodologies define the study area to be used for each discipline, and for biodiversity, each species. These areas provide a nationally consistent approach to assessing the environmental implications of Nationally Significant Infrastructure Projects and they have been consistently utilised in this project.	
114	Safety and road accidents	Highlights the need to separate horse and car traffic due to the high risk of an accident occuring	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for horse-riders and carriage drivers.	Yes
115	Safety and road accidents	Agrees with proposals for Bickenhall Lane Bridge as this route is frequently used by local traffic, cyclists, horse-riders that currently cross using the road which is very dangerous.	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for walkers, cyclists and horse-riders (WCH). Crossing the A358 would be significantly safer for WCH than the current at grade crossing.	No
116	Safety and road accidents	Considers the proposals would be safer than current situation; segregation for WCH is a good objective, especially for cyclists.	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.	Yes
117	Safety and road accidents	Concerns over safety of horse riding on a busy road used for all vehicles. Requests a bridge exclusively for WCH	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.	Yes
118	Safety and road accidents	Disagrees with the proposals for a new bridge at Bickenhall Lane to provide access for vehicles as considers it will divert traffic through Hatch Beauchamp which will be unsafe for pedestrians and residents	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	Yes
119	Safety and road accidents	Considers Bickenhall Lane will be a danger to WCH and residents as considers the lane is too narrow at Village Road and therefore unsuitable for two way traffic	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	Yes
120	Safety and road accidents	Supports the proposals for a new bridge at Bickenhall Lane as considers it will improve safety in Hatch Beauchamp	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	Yes
121	Safety and road accidents	Considers the proposals using Bickenhall Lane will cause significant safety issues to residents, WCH.	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	Yes
122	Safety and road accidents	Concern the proposed bridge at Bickenhall Lane poses significant danger to residents, WCH and will destroy the heart of Hatch Beauchamp. Concern the proposed bridge at Bickenhall Lane includes two-way traffic and access for WCH as considers there is a lack of passing places on the nearby roads which will increase bottlenecks, accidents, and delays.	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	Yes

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123	Safety and road accidents	Agrees with Bickenhall Lane bridge proposals as it is considered that this would increase the safety of users,	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	Yes
124	Safety and road accidents	Supports proposed Bickenhall Lane Crossing as it provides a safe crossing over the carriageway and minimises severance of communities	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	Yes
125	Safety and road accidents	Supports proposals for a new bridge at Bickenhall Lane as considers it safer than a junction to cross the A358.	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	Yes
126	Safety and road accidents	Supports proposals for a new bridge at Bickenhall Lane as considers it will increase safety for road users by segregating major automobile traffic.	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	Yes
127	Safety and road accidents	Support for proposals for a new bridge at Bickenhall Lane as this is considered to allow for safer access from West Hatch to Hatch Beauchamp without crossing A358 via T junctions.	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	Yes
128	Safety and road accidents	Supports the proposals for a new bridge at Bickenhall Lane as considers a safer corridor across the new A358 is needed as the existing crossing is dangerous	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	Yes
129	Safety and road accidents	Considers the provision over the bridge for vehicles WCH and disabled users will result in more traffic having to travel further to join the new route which will endanger all users	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. 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	N/A

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			anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of cyclists.	
130	Safety and road accidents	Concerned road safety in Hatch Beauchamp will decline as a result of proposals.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
131	Safety and road accidents	Concern the scheme is forcing traffic which cannot access the new road down narrow roads, considers this would be dangerous as the road have not been maintained, are narrow and not suitable for two cars to meet	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
132	Safety and road accidents	Concern the scheme will reduce safety due to road users increasing the use of local roads.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
133	Safety and road accidents	Highlights that the lanes are currently dangerous as they are used as rat-runs	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads,	N/A

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			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.	
134	Safety and road accidents	Concern that there is no satisfactory solution to keeping traffic off sensitive WCH Higher West Hatch Lane or the east end of Bickenhall Lane, which is dangerous to cyclists.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. The 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.	Yes
135	Traffic, access and modelling	Disagrees with the proposals for a new bridge at Bickenhall Lane to provide access for WCH and disabled users as considers this will encourage excessive traffic through narrow Bickenhall Lane	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.	Yes
136	Traffic, access and modelling	Disappointed that access to the A358 from Bickenhall Lane will be lost as considers the continuation into Hatch Beauchamp will be too narrow for private vehicles and agricultural vehicles	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.	N/A
137	Traffic, access and modelling	Requests Bickenhall Lane Bridge be only accessible for WCH and agricultural vehicles.	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.	Yes
138	Traffic, access and modelling	Requests making Bickenhall Lane bridge only accessible to walkers, cyclists and horseriders	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.	Yes
139	Traffic, access and modelling	Considers the Bickenhall Lane Crossing allows for local traffic to be connected north and south of the A358	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is	Yes

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			forecast to route via Cold Road and Higher West Hatch Lane to access the junction. The Village Road overbridge provides local connectivity across the A358 between villages such as Hatch Beauchamp, Ashill and Staple Fitzpaine for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions.	
140	Traffic, access and modelling	Concern that Hatch Beauchamp roads are to narrow to accommodate increased levels of traffic	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
141	Traffic, access and modelling	States that despite a proposed two lane bridge, Bickenhall Lane at the Hatch Beauchamp side of the Bridge would still be a single track lane. Concern raised that this would lead to congestion as the lane is essential for farm vehicles, and more regular traffic would be encouraged to use the lane. Requests that other design options be also offered for Bickenhall Lane.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
142	Traffic, access and modelling	Considers the proposal to use Bickenhall Lane to solve the issue of community severance across the A358 has been based on minimal modelling of local traffic, with surveys being up to four years old, and models not including unknown changes to travel patterns following COVID. The project will simply move the problems seen at Henlade to Hatch Beauchamp.	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction. National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network. The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network. The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
143	Traffic, access and modelling	Highlights that Bickenhall Lane is a very small country lane with single track with only a few passing places, so a two way traffic bridge narrowing to single track, with very high hedges and residential	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.	Yes

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		properties, would cause pinch points and delays with lots of vehicles on the lane as well as at the junction with Village Road	The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
144	Traffic, access and modelling	Concern that vehicles would use the proposed Bickenhall Lane Bridge as a rat tun to access the new road through the Mattock's Hill or Village Road connection	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
145	Traffic, access and modelling	Agrees that access is needed for WCH at Bickenhall Lane	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
146	Traffic, access and modelling	Supports proposals for a bridge to ensure residents can travel between Hatch Beauchamp and Staple Fitzpaine.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction. The Village Road overbridge provides local connectivity across the A358 between villages such as Hatch Beauchamp, Ashill and Staple Fitzpaine for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions.	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
147	Traffic, access and modelling	Supports proposals for Bickenhall Lane bridge as considers it necessary to have two bridges to provide necessary access for local farmers and businesses. Considers Bickenhall Lane bridge would help lessen the traffic attempting an even more difficult route to the Village Road bridge.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
148	Traffic, access and modelling	Supports the bridge for the use of agricultural vehicles and WCH groups as it would provide a safe means of accessing local villages. Objects to Bickenhall Lane bridge should it be opened to all traffic as the single track lane is not suitable for increased traffic levels. Notes the visibility at the junction with Village Road is poor.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
149	Traffic, access and modelling	Concerned that traffic, including farm vehicles and lorries, will drive through Hatch Beauchamp to access the A358. Notes there is much on street parking on Village Road as there is little off-street provision available. Concerned the increased traffic along Village road will be adjacent to the children's play area. Concern that this proposal puts our children at risk from increased traffic through the village.	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction. National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network. The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network. The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
150	Traffic, access and modelling	Suggests Bickenhall Lane bridge should only be accessible for WCH groups.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.	Yes

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
151	Traffic, access and modelling	Suggests the current proposals for Bickenhall Lane bridge will see a traffic increase of 600-700 vehicles across the lane and through the centre of Hatch Beauchamp as traffic accesses Mattock's Green Junction from local villages. Suggests the lane is narrow and unsuitable for increased traffic.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
152	Traffic, access and modelling	Concerned Bickenhall lane is not wide enough to allow for increased traffic and cars are already unable to pass. Concerned local traffic from across the A358 and travelling to Taunton would feed into the village.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
153	Traffic, access and modelling	Disagrees with the proposals at Bickenhall Lane as considers the proposals will bring extra traffic through Hatch Beauchamp and access to the bridge should be restricted for just WCH and agricultural vehicles	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
154	Traffic, access and modelling	Supports the proposals for a new bridge at Bickenhall Lane as considers the proposals will help local residents as they would not have to access the new A358	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address	Yes

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			concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
155	Traffic, access and modelling	Disagrees with the proposals for a new bridge at Bickenhall lane as considers Bickenhall lane is narrow and there is no access to Hatch Beauchamp and beyond	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
156	Traffic, access and modelling	Disagrees with the proposals for a new bridge at Bickenhall Lane as considers this route will become a rat route	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
157	Traffic, access and modelling	Disagrees with the proposals for a new bridge at Bickenhall Lane to provide access for vehicles and WCH as considers it will encourage more traffic through the village of Beauchamp	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
158	Traffic, access and modelling	Suggests that if the bridge is required, it should only be for farm access and WCH groups. Suggests no further traffic through the village is needed. Concerned that if restrictions are not implemented the route would become the main alternative to busier roads which is not acceptable.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
159	Traffic, access and modelling	Objects to proposals for a new bridge at Bickenhall Lane as considers they would create more traffic through Hatch Beauchamp. Notes that cars already have to back up to pass in the area and the roads are only designed for single track light vehicles not lots of local traffic.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
160	Traffic, access and modelling	Suggestion to maintain local access and comment that Bickenhall Lane is the only access to Hatch Beauchamp that was never flooded in the 30 years the respondent has resided in the village.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
161	Traffic, access and modelling	Supports the proposals for a new bridge at Bickenhall Lane to provide access or WCH and disabled users as considers it provides access for these users to the countryside	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
162	Traffic, access and modelling	Supports the proposals for a new bridge at Bickenhall Lane as considers it maintains connectivity	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the	Yes

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
163	Traffic, access and modelling	Suggests that providing a bridge will mean Hatch Beauchamp becomes the route of choice for those travelling Taunton-bound or seeking to avoid the dual carriageway. Suggests traffic from Staple Fitzpaine will use either Hatch Beauchamp or the winding single track lanes of Higher West Hatch. Notes that Bickenhall Lane is single track with few passing areas and low visibility.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
164	Traffic, access and modelling	Supports the proposals for Bickenhall Lane bridge as considers it will improve local access and improve the risk of traffic accidents on the existing A358	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
165	Traffic, access and modelling	Notes that if the road goes ahead access will need to be provided.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
166	Traffic, access and modelling	Considers the proposals for a new bridge at Bickenhall Lane will result in an increase in traffic through Hatch Beauchamp to access the A358 which will result in gridlock due to the road not being adequately equipped	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
167	Traffic, access and modelling	Supports proposals as considers access to the Blackdown area a necessity.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
168	Traffic, access and modelling	Concern raised that Bickenhall lane on the north side of the road is unsuitable for all but small vehicles. Concern expressed about how lorries and farm vehicles will be able to move around effectively without going through villages, which would have a large negative impact on the locality.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
169	Traffic, access and modelling	Objects to proposals for a new bridge at Bickenhall Lane. Suggests that this road bridge should not be for vehicular access. Highlights that the lanes either side are both single lane with few passing spaces, totally unsuitable for the increased traffic from local villages that would want to use it due the restricted local access to the new A358.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
170	Traffic, access and modelling	Support proposals for a new bridge at Bickenhall Lane. Suggests that the community would also benefit from access on to the A358 in both directions at this bridge.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the	

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			overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
171	Traffic, access and modelling	objects to proposals as concerned Bickenhall Lane bridge will create bottlenecks at the point Bickenhall lane reaches the village.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
172	Traffic, access and modelling	Objects to proposals for a bridge at Bickenhall Lane as concerned it will provide a rat-run down a single lane road. Considers the increased traffic not negligible. Suggests if no other design is proposed the bridge should be closed and allow amenity use and agricultural traffic only.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
173	Traffic, access and modelling	Notes that Bickenhall Lane bridge is needed but will funnel traffic through the village and onto village road.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
174	Traffic, access and modelling	Supports the proposals for a new bridge at Bickenhall Lane to provide access for WCH and disabled users as considers Bickenhall lane is busy with farm traffic getting across the A358	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the	Yes

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			overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
175	Traffic, access and modelling	Considers Bickenhall Lane is in the wrong place as concerned whether access to the A358 will be maintained. Highlights that if the A303 is blocked traffic will be backed up to the A358.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
176	Traffic, access and modelling	Support for proposals for a new bridge at Bickenhall Lane as it is considered that this would keep local traffic and farming vehicles away from the main A358 route and ease congestion.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
177	Traffic, access and modelling	Supports proposals for a new bridge at Bickenhall Lane as they would maintain access.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
178	Traffic, access and modelling	Objection to proposals for a new bridge at Bickenhall Lane as it is considered that a single lane track with no improvements to allow traffic to pass in both directions is not fixed by an overpass that moves all the traffic from this route into a village where the main road is not suitable for the increased volume of traffic.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the	Yes

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			overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
179	Traffic, access and modelling	Supports proposals for a new bridge at Bickenhall Lane. Highlights that this road is frequently used by residents in the local area to access the Blackdown Hills/Staple Fitzpaine area. Comments that it is understood why a full junction onto/off the dual carriageway is not necessary as long as access remains via Hatch Beauchamp.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
180	Traffic, access and modelling	Supports proposals for a new bridge at Bickenhall Lane. Highlights the importance in maintaining residents local access to the new A358.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
181	Traffic, access and modelling	Disgarees with the proposal using Bickenhall lane to provide access from Staple Fitzpaine and surrounding villages as considers it will be disastrous to Hatch Beauchamp due to the current road network not being suitable for two- way traffic	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
182	Traffic, access and modelling	Supports the proposals for a new bridge at Bickenhall Lane as considers it allows local traffic to be connected north and south of the A358	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the	Yes

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			overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
183	Traffic, access and modelling	Disagrees with proposals for Bickenhall Lane bridge and suggests bridge access is instead restricted to WCH and farm users only.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
184	Traffic, access and modelling	Considers the road into Hatch Beauchamp unsuitable for this volume of traffic as it is single lane in one place adjacent to houses.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
185	Traffic, access and modelling	Objects to proposals for a new bridge at Bickenhall Lane, as the two-lane bridge will route more traffic into the village and add no benefit to local residents journey times. Considers Bickenhall Lane inappropriate for increased traffic as it is single track and very narrow, often requiring cars to back up, which will cause bottlenecks. Suggests if the bridge is necessary it should remain as a single track road and be restricted to WCH groups and farm vehicles to reduce noise in the local vicinity.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
186	Traffic, access and modelling	Objects to proposals as considers the Bickenhall Lane bridge would increase traffic through Hatch Beauchamp whilst not providing any connectivity to the new road. Notes hatch Beauchamp is unsuitable to take additional traffic as is a quiet village with narrow roads and sharp bends.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the	Yes

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			overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
187	Traffic, access and modelling	Concern that the proposals for a new bridge at Bickenhall Lane will have detrimental impacts on Hatch Beauchamp including increased traffic and increased congestion	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
188	Traffic, access and modelling	Objects to the proposal for Bickenhall Lane bridge. Concerned the new bridge would increase motor vehicle traffic flows through Hatch Beauchamp village, subsequently creating health and safety risks and pollution. Concerned motor vehicles would use the same narrow lanes as WCH users creating a risk for all concerned. Suggests that Bickenhall Lane bridge should be modified to exclude ordinary motor vehicles from access.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
189	Traffic, access and modelling	Disagrees with the proposals for a new bridge at Bickenhall Lane as considers Bickenhall Lane will not cope with the volume of traffic which will be generated	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
190	Traffic, access and modelling	Object to proposals for a new bridge at Bickenhall Lane. Suggests that the proposed bridge should be a single lane in keeping with the very narrow lanes on either side. Concern that otherwise it will become a rat run for very large vehicles going through Hatch Beauchamp to access the Mattock's Tree Green Junction. Highlights that the local lanes are very narrow and twisty, with passing places few and far between.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the	Yes

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			overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
191	Traffic, access and modelling	Considers the proposal to use Bickenhall Lane to solve the issue of community severance across the A358 has been based on minimal modelling of local traffic, with surveys being up to four years old, and models not including unknown changes to travel patterns following COVID.	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction. National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network. The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network. The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	Yes
192	Traffic, access and modelling	Support for proposals for a new bridge at Bickenhall lane. Considers that without the link from Mattock's Tree Green junction to Village Road it would become very difficult to get to Neroche.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
193	Traffic, access and modelling	Support for proposals for a new bridge at Bickenhall Lane as it is considered that it would help with local access.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
194	Traffic, access and modelling	Concern raised that the narrow, single file country lanes on either side of these junctions render the proposed Bickenhall Lane bridge near useless for vehicles, and would merely be adequate for pedestrians, cyclists, disabled users and horse-riders.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-	Yes

Appendix Table 5.1H Summary of matters raised in relation to Q3a of the feedback questionnaire in relation to proposals for a new bridge at Bickenhall Lane to provide access for vehicles, walkers, cyclists, horse-riders and disabled users and the National Highways response

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			riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
195	Traffic, access and modelling	Supports the proposals for a new bridge at Bickenhall Lane as considers it will reduce the waiting time to join the A358	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
196	Traffic, access and modelling	Disagrees with the proposals for a new bridge at Bickenhall Lane to provide access for vehicles as considers it will divert traffic through Hatch Beauchamp which will be less productive for traffic flow	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
197	Traffic, access and modelling	Requests Bickenhall Lane be restricted for WCH and agricultural vehicles only	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	Yes
198	Traffic, access and modelling	Notes Bickenhall Lane coming into Hatch Beauchamp is too narrow for traffic.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.	Yes

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			This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
199	Traffic, access and modelling	Requests villages of West Hatch, Neroche, Ashill and Staple Fitzpaine retain their existing and perfectly adequate direct access routes to the A358.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
200	Traffic, access and modelling	Supports proposals as would maintain connection between Bickenhall and Hatch Beauchamp. Concerned that the local traffic access onto the A358 has not been solved and as a result joruney times and distances will increase.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. Focusing on Hatch Beauchamp, a journey to Taunton from Hatch Beauchamp is forecast to have a 6 minute improvement in journey time. A journey from Hatch Beauchamp to destinations along the A303 to the south is forecast to have a journey time dis-benefit of less than 1 minute. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
201	Traffic, access and modelling	Notes traffic traveling towards Taunton and the M5 needs to join the proposed A358 directly and suggests a taper slip road onto Taunton bound carriage of the A358 from Neroche Parish would serve both local needs and traffic avoiding the A358 at Southfields.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
202	Traffic, access and modelling	Considers there is adequate land available for an unobtrusive slip road that joins the A358 Taunton bound. Considers this would be a preferred option to Bickenhall Lane bridge as will not force traffic down a single lane.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	No

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			The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions. Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
203	Traffic, access and modelling	Objects to proposals as concerned no route has been provided from Bickenhall Lane onto the A358.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
204	Traffic, access and modelling	Suggests that instead of proposals, slip roads should be built onto the new road from Bickenhall and Hatch Beauchamp which would enable traffic to directly access the new road rather then being forced along unsuitable rural road which will create much longer journey times and local traffic congestion.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions. Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the	No

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			overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
205	Traffic, access and modelling	States that Staple Fitzpaine Road is a better option for a crossing as it is wider and can accommodate more traffic	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
206	Traffic, access and modelling	Reiterates the West Hatch parish council response to question 3a.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
207	Traffic, access and modelling	Requests that National Highways should create a junction at Hatch Green as advocated by the joint parishes, as well as northbound on and off sliproads to the A358 at Bickenhall Lane Bridge, mentioning that it should be funded by savings from dropping GD300 standards	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use an additional junction near Hatch Green would not justify the costs or environmental impacts of it.	N/A
208	Traffic, access and modelling	Considers proposals for a new access bridge at Bickenhall Lane necessary to provide local connections to Blackdown Hills.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
209	Traffic, access and modelling	Agrees there needs to be access from Staple Fitzpaine to Hatch Beauchamp and requests there be access onto the new road at this point.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	No
210	Traffic, access and modelling	Suggests local traffic will not take the 4 mile detour to Ashill and instead will use Mattock's Tree Green junction when travelling in the Taunton direction.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No

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211	Traffic, access and modelling	Concerned the new bridge at Bickenhall Lane would put additional traffic through Ashill.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
212	Traffic, access and modelling	Considers the traffic impact data concerning Bickenhall Lane to be incorrect due to an error in sums.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	N/A
213	Traffic, access and modelling	States the importance of preventing communities from feeling cut off from one another because of the scheme	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway, with parallel roads provided to access the junctions more directly than using the existing local road network. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
214	Traffic, access and modelling	Considers Bickenhall Lane is in the wrong place as concern journey times to Yeovil would increase, as considers users would have to travel to Taunton and back around.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of	N/A

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			these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
215	Traffic, access and modelling	Considers the proposals will create long diversions and increase journey times on the local road network, noting this will be the case between Stewley and Kenny. Concerned development will disconnect local people and sever communities.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
216	Traffic, access and modelling	Objects to proposals as they increase journey miles and times to the Blackdown Hills via the local road network.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
217	Traffic, access and modelling	Disagrees with the proposals for a new bridge at Bickenhall Lane as considers the proposed bridge will encourage holidaymakers to use the roads and bridges as rat runs to avoid traffic congestion on the dual carriageway.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	N/A
218	Traffic, access and modelling	Consider that Bickhenhall Lane has been hastily designed and is based on modelling which is over four years old, and which does not account	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.	Yes

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		for Covid. The project will simply move the issues from Henlade to Hatch Beauchamp, and result in rat running through narrow villages. The only acceptable version of Bickenhall Lane is one which is only accessible to walkers, cyclists and horse-riders.	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. Village Road through Hatch Beauchamp experiences some small increases in flows (a change of less than 250 vehicles per direction on a weekday in 2031) however these are mostly related to trips to and from Hatch Beauchamp and Hatch Green. The location of where the junctions are proposed and the routeing through the network means that very few trips would use Village Road that are not directly accessing local areas in the vicinity of Hatch Beauchamp. This was partially due to feedback expressing concern about the predicted rise in traffic flow through Hatch Beauchamp (using Village Road). Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction. National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network. The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network. The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
219	Traffic, access and modelling	Consider this scheme will result in traffic being diverted into Hatch Beauchamp through Bickenhall Lane East from Staple Fitzpaine, Curland, New Town and Bickenhall. At the junction with Village Road this traffic would turn left and pass sensitive receptors. Similarly, Hatch Beauchamp residents who live on the southern side of the village. The overall impact of not providing access to the A358 south of the village, estimated from SAR traffic data, will be 800-900 more vehicles a day passing through the centre of Hatch Beauchamp.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
220	Traffic, access and modelling	Consider that the large number of variables which inform modelling mean that the impact of the scheme particularly challenging. Uncertain how the impact on Hatch Beauchamp is therefore judged. Proposed mitigation measures by the Parishes should reduce these impacts.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for	No

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			accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
221	Traffic, access and modelling	Considers the scheme will result in Hatch Beauchamp becoming a rat run creating bottlenecks	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
222	Traffic, access and modelling	Concern the scheme will increase traffic in Hatch Beuachamp	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
223	Traffic, access and modelling	Concern the scheme prevents access to the A358 from both directions which will cause road users to seek alternative routes or increase traffic through Hatch Beauchamp	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
224	Traffic, access and modelling	Concern the proposals using Bickenhall Lane will increase in the numbers of vehicles travelling directly through the centre of Hatch Beauchamp , destroying its rural identity and increase pollution and reduce air quality.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-	No

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			riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
225	Traffic, access and modelling	Notes the junction at Hatch Beauchamp has several properties close to the road that will not tolerate increased traffic flowing past them.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
226	Traffic, access and modelling	Concerned the bridge will create additional traffic entering Hatch Beauchamp via a narrow road due to lack of slip roads onto the A358.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
227	Traffic, access and modelling	Highlights that the consultation document states 40-60 cars per hour pass through the village (Hatch Beauchamp?) and an additional increase of at least 50% can be expected to use village roads. Suggests that traffic calming measures and restrictions and mentioned in the document. Requests further investigation into the wider impact of scheme is conducted before plans are approved.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
228	Traffic, access and modelling	Considers the current proposals for diverting direct A358 access via flyovers and bridges will result in additional traffic from the surrounding villages of West Hatch, Neroche, Ashill and Staple Fitzpaine being diverted back onto Village Road which negates the benefits of the original Hatch Beauchamp bypass.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout	No

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			have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
229	Traffic, access and modelling	Concern the scheme will result in an increase in traffic through Hatch Beauchamp. Considers the route into Hatch Beauchamp is unsuitable for two way traffic doing detours to go on and off the new road.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
230	Traffic, access and modelling	Concerned the traffic levels in Hatch Beauchamp will increase and the village will not be able to cope. Notes there is little off road parking in the village and as a result cars park along the road.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
231	Traffic, access and modelling	Considers the proposed bridge at Bickenhall lane will increase vehicles through Hatch Beauchamp, using it as a rat-run to access the A358 through the Mattock's Hill/Village Road connection.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
232	Traffic, access and modelling	Concerned the lane may become a rat run for traffic between Mattock's Tree Green and Hatch Beauchamp.	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.	No

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			This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
233	Traffic, access and modelling	Concern that the proposed bridge at Bickenhall lane will substantially increase traffic flow to Hatch Beauchamp	Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	No
234	Traffic, access and modelling	Concerned the traffic is being moved from the A358 onto the local road network.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
235	Traffic, access and modelling	Suggests no further traffic increase should be allowed through the villages and further consideration of traffic impacts on villages is required.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
236	Traffic, access and modelling	Concerned the proposals will encourage excessive traffic through narrow lanes and villages.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the	N/A

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			changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
237	Traffic, access and modelling	Concern the scheme will increase traffic on country roads which are not built for this capacity	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
238	Walking, Cycling and Horse-riders	Supports the proposal for a bridge only if access is exclusively provided for WCH and farm vehicles and access denied to ordinary vehicles.	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for cycling.	Yes
239	Walking, Cycling and Horse-riders	Highlights that the proposal would be better if the scheme had separate cycle access	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for cycling.	Yes
240	Walking, Cycling and Horse-riders	Considers access via a bridge at Bickenhall Lane for WCH and disabled users is needed, however objects to access for HGV's and other large vehicles with the exception of emergency vehicles.	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for cycling.	Yes
241	Walking, Cycling and Horse-riders	Requests a traffic free cycle lane to be provided at Bickenhall Lane.	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for cycling.	Yes
242	Walking, Cycling and Horse-riders	Consider the proposed bridge at Bickenhall Lane poses significant danger to residents, walkers, horse-riders and cyclists and will destroy the heart of Hatch Beauchamp.	As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for cycling.	Yes
243	Walking, Cycling and Horse-riders	Supports the proposals for a new bridge at Bickenhall Lane to provide access for WCH but questions how it will work in practice	Bickenhall Lane would be closed to through traffic and gates would prevent illegal vehicle access. Details of the gates would be developed at the next stage of design. Signs at the ends of the lane on both sides of the scheme would advise drivers of the prohibited access and turning heads would cater for any vehicle that enters the lane in error.	N/A
244	Walking, Cycling and Horse-riders	Supports the proposals for a new bridge at Bickenhall Lane to provide access for vehicles, WCH and disabled users	National Highways acknowledges the range of views expressed, including those received in support of the scheme. As an outcome of consultation, Bickenhall Lane and the overbridge would not be open to through traffic. It would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.	Yes
245	Walking, Cycling and Horse-riders	Considers the proposals an improvement to current situation whereby pedestrians spend a long time waiting to cross the A358.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A
246	Walking, Cycling and Horse-riders	Objection to the proposals for a new bridge at Bickenhall Lane. Considers that having a bridge at this part of the A358 or on any part of the road is going to severally reduce rural villages and people from	Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners, walking, cycling and horse-riding users (WCH) and disabled users. The overbridge would be classified as a restricted byway and shared with nearby landowners for	N/A

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		accessing the A358 and A303 and M5 in a direct and reasonable route. Considers that while it does help connect cyclists and horse-riders, it is unhelpful and time-delaying for residents of Bickenhall, Curland, Staple Fitzpaine and surrounding areas.	accommodation access. Traffic flow would be low, creating an attractive route for WCH. This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now use route via Cold Road and Higher West Hatch Lane to access the junction. This will mean that traffic volumes through Hatch Beauchamp will be lower than what they would have been with the 2021 consultation design in place.	
247	Walking, Cycling and Horse-riders	Considers the proposals for a new bridge at Bickenhall Lane will sever routes for WCH	Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners, walking, cycling and horse-riding users (WCH) and disabled users. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH. This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction. This will mean that traffic volumes through Hatch Beauchamp will be lower than what they would have been with the 2021 consultation design in place.	N/A
248	Walking, Cycling and Horse-riders	Requests the bridge at Bickenhall Lane be limited to WCH etc and agricultural vehicles only to reduce cost and traffic on Village Road.	Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners, walking, cycling and horse-riding users (WCH) and disabled users. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH. This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there would be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic would now route via Cold Road and Higher West Hatch Lane to access the junction. This would mean that traffic volumes through Hatch Beauchamp would be lower than what they would have been with the 2021 consultation design in place.	Yes
249	Walking, Cycling and Horse-riders	Support proposals for walkers, cyclists, horse-riders and disabled users. Comment that anything to improve facilities for local users would be beneficial.	The scheme includes extending bridleway T 14/8 to connect the existing bridleway with Bickenhall Lane, further improving access over the A358 and to the Neroche Herepath.	No
250	Walking, Cycling and Horse-riders	Support for the delivery of as many opportunities as possible for safe routes for WCH and disabled users.	The scheme objectives include creating an accessible and integrated network. Facilities and connectivity for walkers, cyclists and horse-riders (WCH) alongside the route would be retained, and connections between communities either side of the scheme would be maintained. Opportunities to cater for WCH are maximised whilst recognising environmental, engineering and budget constraints.	N/A

Appendix Table 5.1l Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Air quality	Concerned the bridge proposal will direct traffic through Ashill and subsequently increase pollution in Ashill.	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the 'Base', 'Do Minimum' (without scheme) or 'Do Something' (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations it is considered the proposed scheme would have no significant effects on air quality in relation to human health.	N/A
2	Air quality	Considers the disruption to properties in the area in terms of air pollution will be massive.	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the 'Base', 'Do Minimum' (without scheme) or 'Do Something' (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations it is considered the proposed scheme would have no significant effects on air quality in relation to human health. Significant effects as a result of nitrogen (N) deposition have been predicted at ecological receptors as described in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2). Mitigation has been developed to compensate for this impact including protection and sensitive management of habitat, woodland creation and tree planting in locations away from the road.	N/A
3	Alternatives to the scheme	Suggests installing overtaking sections to the existing road as it would provide the same benefits of the present scheme. Notes it would be the same as the current A303 section and it would not impact the surrounding community regarding increased through flow of traffic. States it would also have a much smaller impact to the environment, as a lot less land would be required for this installation.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	N/A
4	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
5	Biodiversity	Objects to proposals as concerned proposals will result in the loss of significant trees and wildlife.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	N/A
6	Climate	Objects to the proposals for Village Road to be diverted via a bridge across the A358 as it will increase local journeys which is considered against the principle of 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 reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate. Alternatives to the scheme including different modes of transport were considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in June 2019. This concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not sufficiently reduce the number of vehicles to help address the identified problems along the A303/A358 corridor.	No
7	Climate	Objects to proposals for Village Road to be diverted via a bridge across the A358. Highlights that transportation is energy intensive and that there is a	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	No

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

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
9	Consultation	Considers there to be limited detailed information from which to provide a response to the middle section of the proposal. Requests a delay in consultation to evaluate a wider impact assessment on the surrounding road network.	As set out in this Report, National Highways considers that consultation was accurate, robust, had an appropriate reach and allowed sufficient time to provide a response, meeting all the required National Highways standards and requirements of the Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. As set out in the Statement of Community Consultation (Document Reference 5.2 Consultation Report Appendices Appendix 4.4 Published 2021 Statement of Community Consultation) advice was sought from Local Authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultation and had the opportunity to contribute to them.	N/A
10	Consultation	Requests National Highways consider the issues raised at consultation.	As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.	N/A
11	Economics	Suggests that the costs of the proposal for Village Road to be diverted via a bridge across the A358 needs to be balanced against local needs. Comments that there is insufficient detail to form a view on this.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
12	Economics	Disagrees with the proposals for Village Road to be diverted via a bridge across the A358 as considers it is expensive works.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
13	Engineering design	Concern the road from Hatch Beauchamp to the new bridge at Village road is narrow and requests it be improved	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes

Appendix Table 5.1l Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
14	Engineering design	Considers no significant enhancements are required to the A358 apart from the two ends of Henlade and Southfields. States all other portions of the current A358 are fit for purpose.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	No
15	Engineering design	Suggests the use of a filter lane at Village road to eliminate unwanted traffic increases. Supports the proposals submitted by the parish councils as a solution.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendices Table 5.2B, Table 6.4 and Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design. National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	No
16	Engineering design	Requests that designers consider left-on, left-off, slip roads onto the A358 at this point, similar in shape to the proposed Ashill junction.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	No
17	Engineering design	Requests slip roads are also provided for vehicles to access the A358.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	No
18	Engineering design	Requests that Village Road be connected to the carriageway through on and off sliproads to and from Ilminister	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	No
19	Engineering design	Suggests that a slip road on and off the new A358 at Village Road connected by a bridge would be a better option and would reduce traffic congestion through the local villages.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.	No
20	Engineering design	Considers a bridge better than no bridge but concerned the road on the Bickenhall side is very narrow and single track in some places. Suggests this	The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions.	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		is an unsuitable route for cars to access the A358 via Hatch Beauchamp and Mattock's Tree Green junction.	National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.	
21	Engineering design	In relation to proposals for Village Road to be diverted via a bridge across the A358 it is suggested that there should be direct access onto the dual carriageway.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	Yes
22	Engineering design	Consider the existing Village Road from Hatch Beauchamp needs to be connected to the eastbound carriageway via on-off slip roads. These slip accesses are required to significantly reduce the need for local traffic to drive through Hatch Beauchamp and Ashill villages, so providing an acceptable ALARP solution as mandated by GG 104, Scheme Governance, Requirements for Safety Risk Assessment. Figure A.4, CD 122, Design of Grade Separated Junctions, gives a generic layout of a grade separated half-cloverleaf junction, which the community proposal follows. The proposal also minimises land usage and with the slip roads located close to existing junctions their impact on local residents would be minimal. Understandably, without a fully developed design some residents have expressed concern about the impact of the slip roads, combined with the overbridge and possible Capland link. Good design and extended village speed limit would remove those concerns.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendices Table 5.2B, Table 6.4 and Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design. National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	Yes
23	Engineering design	Requests the provision of another on/off junction at Hatch Beauchamp as a number of lorries need to access businesses	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined 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.	Yes
24	Engineering design	Requests a slip road instead of Village Road to be diverted over a bridge across the A358	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	Yes
25	Engineering design	Objects to the scheme and suggests if anything there should be a slip road on/off village road. Comments that should the road go ahead there will be no alternative to a bridge.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	Yes
26	Engineering design	Suggests the bridge will provide indirect access to the southbound A358 through Ashill but doesn't provide access to the Northbound carriageway. Suggests on/off slip roads would be a better option to provide access to the Northbound carriageway.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined 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.	Yes
27	Engineering design	Suggests that traffic from Neroche Parish needs to be able to join the A358 directly when travelling west towards Taunton. Suggests a taper slip road onto the west bound carriageway would be the best solution and proposes the best	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	Yes

Appendix Table 5.1l Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		location to be next to Bickenhall Lane bridge, or failing that the bridge across the A358 from Village Road to Staple Fitzpaine Road.		
28	Engineering design	Requests there be a on/off junction at Village Road as considers Hatch Beauchamp is a busy village and single land due to on road parking. This makes it difficult for large vehicles and lorries to travel through the village	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined 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.	Yes
29	Engineering design	Request that there be an on/off junction for Hatch Beauchamp instead of the proposals for Village road to be diverted via a bridge across the A358. Highlights that there are lots of businesses in Hatch Beauchamp and making their traffic travel through the centre of Hatch Beauchamp which is single lane for much of it due to parked vehicles is potentially dangerous, Considers the provision of a new junction would allow traffic from Capland and Stewley to access the A358 and avoid traffic from making their way through Hatch Beauchamp.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined 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.	Yes
30	Engineering design	Suggests it would be preferable for Hatch Beauchamp and Staple Fitzpaine to be directly connected to the new A358 via a new junction at the end of Village Road.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	Yes
31	Engineering design	Requests scaling the scheme down to a dualled trunk road with slip road at either end of a bridge to give an access point to the A358	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	No
32	Engineering design	Suggests that if the road is dualled on/off slip roads and a bridge at Village Road are needed as per the proposals from the joint parish councils.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendices Table 5.2B, Table 6.4 and Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design. National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	No
33	Engineering design	Support for the bridge at Village Road defined by the Joint Parishes proposal	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendices Table 5.2B, Table 6.4 and Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design. National Highways acknowledges this comment, however, Village Road will not be provided with a junction	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	
34	Engineering design	Copied 3b) (1) - (3) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendices Table 5.2B, Table 6.4 and Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design. National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	No
35	Engineering design	Objects to proposals for Village Road to be diverted via a bridge across the A358. Supports the statements given in Item 3b) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendices Table 5.2B, Table 6.4 and Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design. National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	No
36	Engineering design	Disagrees with the submitted proposals for Village Road to be diverted via a bridge across the A358	The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions.	No
37	Engineering design	Objects to proposals as suggests there should be slip roads on and off the A358 at this junction.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	No
38	Engineering design	Considers proposals necessary to connected the retained A358 with the wider road network. Suggests the diversion could be moved further north to reduce impact on properties.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
39	Engineering design	Support for proposals for Village Road to be diverted via a bridge across the A358 as it is considered to be a much safer and user-friendly option than current arrangements.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
40	Engineering design	Supports the proposals for Village Road to be diverted via a bridge across the A358	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
41	Engineering design	Support for proposals for Village Road to be diverted via a bridge across the A358. Considers that if the connection improves local access then it should be undertaken.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
42	Engineering design	Supports proposals to divert Village Road over a bridge and considers it a good approach.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
43	Engineering design	Supports proposals for a new bridge at Village Road and considers there to be no issues.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
44	Engineering design	Supports proposals as will allow for the route to continue.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
45	Engineering design	Supports proposals for Village Road bridge diversion as considers them sensible.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
46	Engineering design	Supports the proposals for Village Road to be diverted via a bridge across the A358 as considers it will help local residents	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
47	Engineering design	Agrees with the proposals for Village Road to be diverted via a bridge.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
48	Engineering design	Considers there to be no issues with proposals for the Village Road bridge diversion.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No

Appendix Table 5.1I Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
49	Engineering design	Accepts the need for a bridge to divert Village Road across the A358 if the scheme is approved. However, requests screening of trees to minimise visual impact and that the bridge routes away from the houses at Hatch Green.	The environmental design has been developed further and includes mitigation measures such as woodland planting and shallow earthworks slopes where feasible near the Village Road Overbridge. The proposed Village Road overbridge was relocated approximately 250m north compared to the position shown at preferred route announcement and this was shown in the 2021 statutory consultation. This was changed following feedback at community forums and the associated village road diversion has taken the flood risk posed by Fivehead River into account in terms of the mitigation required to ensure flood risk does not increase. This includes the provision of flood compensation.	Yes
50	Engineering design	Considers a bridge across the A358 from Village Road to Staple Fitzpaine Road necessary but is swayed by the arguments proposed by the local parishes to reset it northwest of the current proposed route.	The proposed Village Road overbridge was relocated approximately 250m north compared to the position shown at preferred route announcement and this was shown in the 2021 statutory consultation. This was changed following feedback at community forums and the associated village road diversion has taken the flood risk posed by Fivehead River into account in terms of the mitigation required to ensure flood risk does not increase. This includes the provision of flood compensation.	No
51	Engineering design	Supports improved cycle routes.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
52	Engineering design	Concerned proposals increase route length towards Ilminster through a diversion into Ashill. Suggests more community consideration is required due to impacts of increased journey times and increased traffic from the alternative northbound route.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
53	Engineering design	Objects to the closure of A358 access at this point as will result in lengthy detours and increase traffic flow through villages. Considers this issue to go against the justification for the new road.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. By improving congestion and reliability, the scheme aims to reduce the likelihood 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
54	Engineering design	Disagrees with the proposals for Village Road to be diverted via a bridge as considers bridges over the A358 are not needed as consider they destroy land either side and increase journey times for residents.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined 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.	
55	Engineering design	Concerned there are not enough junctions for local villages in the proposals.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green.	Yes
56	Engineering design	Requests that the bridge which diverts village road across the A358 be located 250m northwest.	The proposed Village Road overbridge was relocated approximately 250m north compared to the position shown at preferred route announcement and this was shown in the 2021 statutory consultation. This was changed following feedback at community forums and the associated village road diversion has taken the flood risk posed by Fivehead River into account in terms of the mitigation required to ensure flood risk does not increase. This includes the provision of flood compensation.	Yes
57	Engineering design	Considers the proposals to be an over-design and not required.	The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions.	No
58	Engineering design	Objects to the proposals for Village Road to be diverted via a bridge across the A358	The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions.	No
59	Engineering design	Disagrees with the proposals for Village road to be diverted via a bridge across the A358 as considers the existing A358 is adequate	The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions.	No
60	Engineering design	Objects to dualling the road and requests an underpass under the exiting road to allow connectivity for residents and wildlife	The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions.	No
61	Engineering design	Considers the proposals to be an over-engineered and an inappropriate solution that requires unnecessary land take. Considers the design overly urban and out of place in the rural landscape whilst providing no benefits.	It is not considered that the proposals would result in urbanisation of the villages, however Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	
62	Engineering design	Considers there is not a need to divert Village Road across the A358 and request it remain connected to the A358 via a slip road to maintain access from Hatch Beauchamp	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	Yes
63	Engineering design	Objects to proposals for Village Road to be diverted via a bridge across the A358. Suggests that Village Road needs an on/off slip road to Ilminster,	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	Yes
64	Engineering design	Object to proposals for Village Road to be diverted via a bridge over the A358 as it is considered an expensive component of an unjustifiable proposal.	The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions.	Yes
65	Engineering design	Considers the proposals for Village Road to be diverted via a bridge across the A358 is an ugly, expensive and unjustified intrusion into the rural countryside and should be abandoned. Considers the proposals for Village Road to be diverted via a bridge across the A358 cannot be justified on safety, environmental or connectivity grounds, as it requires huge amounts of agricultural land and construction disruption.	The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions. 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
66	Engineering design	Object to proposals for Village road to be diverted across the A358. Suggests what is needed is improved road design to allow safer access and exit.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	No
67	Engineering design	Supports connectivity between Hatch Beauchamp wit Staple Fitzpaine however considers this could be achieved with the provision of a rural-setting bridge to cross the current 2 lane A358	The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions. 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
68	Engineering design	Considers provisions for cyclists to be inadequate.	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. The proposed overbridge would connect the existing roads through Hatch Beauchamp and Ashill, neither of which has dedicated cycling facilities. Further to this, the bridge would be lightly trafficked. Isolated lengths of cycling facilities at Village Road overbridge would be neither appropriate nor necessary.	No
69	Engineering design	Suggests section 4 should remain in its current state with minor adjustments for village access. Suggests that apart from the road leading to Southfields roundabout where the A303 bottleneck begins, the traffic flows freely and there are a low incidence of accidents.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster	Yes

Appendix Table 5.1l Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	
70	Engineering design	Objects to proposals for a for Village Road to be diverted via a bridge across the A358 as it is commented that this section functions well already.	The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions.	Yes
71	Engineering design	Proposes a road connecting Hatch Beauchamp to Capland, and then on to the proposed Stewley link, a better option that avoids the cost and safety issues associated with bridges but still maintains access.	The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions.	Yes
72	Engineering design	Suggests the site of the bridge should be moved away from existing properties to more suitable land.	The proposed Village Road overbridge was relocated approximately 250m north compared to the position shown at preferred route announcement and this was shown in the 2021 statutory consultation. This was changed following feedback at community forums and the associated village road diversion has taken the flood risk posed by Fivehead River into account in terms of the mitigation required to ensure flood risk does not increase. This includes the provision of flood compensation.	No
73	Engineering design	Concern the scheme will have a negative impact on the environment and climate	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
74	Engineering design	Objection raised on the amount of bridges over the scheme	New bridges have been proposed at locations where there is considered to be a need to provide connectivity across the route, taking into account motorised transport, walkers, cyclists and horse-riders and agricultural use.	No
75	Environment	Objects to proposals as flooding problems caused by previous road improvements persist. Notes there is a good crossing point alternative at the end of Staple Fitzpaine road where it crosses the A358 and joins Village Road.	A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme. The proposed design for Village Road (South) enables a portion of the existing A358 to be retained as part of a local route between Ashill and Hatch Beauchamp as well as maintaining access to existing properties and land. Changes were made to the alignment following the preferred route announcement which moved the crossing west to reduce the visual impact and benefit from improved topography.	Yes
76	Environment	Objection to the proposals for Village Road to be diverted via a bridge across the A358. Highlights that the PEI Report states that the rationale for these proposals is due to the presence of ancient woodland, however, also would have a permanent negative impact on biodiversity due to increases in nitrogen deposits. Suggests that the lanes could be built on the farm side if a cost increase could be considered.	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 Development Consent Order application.	Yes
77	Environment	Considers the proposals for a Village Road diversion bridge to be preferable over ordinary vehicles using Bickenhall Lane bridge as a means of connectivity. Objects to the proposal as it stands due to the adverse environmental impact as set out in the PEI report. Concerned the scheme will significantly add to GHG emissions both through direct production of emissions and by the large-scale behavioral changes required to deliver less road usage. Suggests the scheme undermines the SCC strategy to substantially reduce the county's GHG emissions.	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	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			described in the Environmental Statement (Document Reference 6.2). National Highways 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.	
78	Environment	Considers the PEI report imbalanced as it provides measureable and detailed benefits on environmental impact in Henlade but does not provide the same level of detail on negative impacts for the remaining parishes. Considers the details to be incomplete at this stage.	The Preliminary Environmental Information (PEI) Report published for statutory consultation in 2021 is not required to provide a full environmental assessment of the scheme. The PEI Report is prepared to enable the local community and other stakeholders to understand the potential environmental effects of the proposed scheme so that they could make an informed response to the public consultation. This included information on how the environmental assessment of the scheme would be carried out and the potential environmental effects of the scheme, based on the information available at the time. The PEI Report also sets out the measures that were proposed to avoid or reduce any likely significant environmental effects. The PEI Report for the scheme contained an appropriate level of detail. Taking into account the consultation responses and results of survey and assessment work, an Environmental Statement (Document Reference 6.2) has been prepared to fully assess the scheme in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The purpose of the PEI Report was to provide information gathered to that date and a preliminary assessment of potential impacts based on that information. It used a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. Its aim was to enable statutory and non-statutory bodies and members of the public to provide their views and ideas on the designs prepared to that date. Since publication of the PEI Report, we have been gathering further information from surveys, landowners, statutory and non-statutory bodies, and have collated these into an updated baseline. This baseline was used to inform an updated assessment, which is included within the Environmental Statement (Document Reference 6.2).	No
79	Environment	Considers the proposals for Village Road to have a detrimental impact on the environment, local noise and air quality for Hatch Beauchamp	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 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. 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	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			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).	
80	Environment	Considers the damage to the environment devastating and questions the need for 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).	No
81	Environment	Considers building an embankment to raise levels is not appropriate for a countryside setting	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.This includes consideration of highways and structures design, environmental earthworks, acoustic barriers, planting, and hedgerow improvements. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	Yes
82	Landscape and visual impacts	Considers the proposals to have considerable impact on the countryside and for the houses at the end of village road.	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
83	Landscape and visual impacts	Disagrees with the proposals for Village Road to be diverted via a bridge across the A358 as considers the flyover will be an eyesore which will change the rural outlook of the village	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	N/A
84	Landscape and visual impacts	Considers the proposals complicated and obnoxious. Objects to ideas the proposal will minimise the impact in 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
85	Landscape and visual impacts	Disagrees with the proposals for Village Road to be diverted via a bridge across the A358 as states the bridge will be an eyesore	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	No

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			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).	
86	Landscape and visual impacts	Concern the proposals are excessive and suggests they should be simplified and use less concrete. Objects to the suggestion the proposals minimise the impact of the landscape and views from local prosperities.	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
87	Landscape and visual impacts	Disagrees with the proposals as it would cut through perfectly good agricultural land and queries why there are such long earth banks proposed.	The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2). National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).	No
88	Noise and vibration	Considers the disruption to properties in the area in terms of noise will be massive.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
89	Noise and vibration	Concerned the bridge proposal will direct traffic through Ashill and subsequently increase noise levels in Ashill.	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	N/A

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			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).	
90	Population and human health: community impacts	Suggests more consideration of community impacts of the proposals is 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).	No
91	Population and human health: community impacts	Objects to proposals as considers they will be costly and bring no benefits. Notes the need to protect rural communities and concerned that developments such as these will cause significant harm to a number of 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).	No
92	Population and human health: community impacts	Concern that this would negatively affect elderly residents living in 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).	No
93	Population and human health: community impacts	Suggests there are no benefits to the proposals and they are only a detriment to 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 health (Document Reference 6.2).	No
94	Population and human health: community impacts	Concern that proposals for Village Road to be diverted via a bridge across the A358 would affect quality of life for Ashill residents by increasing traffic through their country lanes.	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity. The proposed scheme will have fewer junctions than the existing A358, which in itself contributes to the safety of those travelling along the A358, but it also means that traffic from some local communities around the A358 corridor will travel slightly further along local roads to access the A358. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
95	Principle of development	Considers the proposals excessive to solve the problem with the A358. Highlights that the main congestion problem is the approach to J25 from Henlade and suggests this should be solved with a wider selection of road with more lane options in the last 300m of the approach.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The route is required to provide a continuous high quality dual carriageway across the strategic corridor,	No

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			with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Somerset County Council completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes. As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
96	Principle of development	Remains opposed to the scheme	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.	N/A
97	Principle of development	Objects to the proposals for an expressway dual carriageway.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	N/A
98	Principle of development	Objects to proposals for Village Road to bridge diversion as considers it not needed.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly (including this section of the scheme), and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	N/A
99	Principle of development	Considers this section of the scheme unnecessary. Considers the proposals would result in additional distance being travelled by those wishing to enter Hatch Beauchamp from the East as the proposed junction only allows uni-directional traffic at what is currently a bi-directional junction to/from the A358.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route (including Village Road), including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information. The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-	N/A

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			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 (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions. By improving congestion and reliability, the scheme aims to reduce the likelihood 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 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.	
100	Principle of development	Considers the proposals for Village Road to be diverted via a bridge across the A358 should be abandoned as considers it does not benefit people or the planet	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly (including this section of the scheme), and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	N/A
101	Principle of development	Objects to proposals as considers them not needed and suggests this section should be left alone.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives.	N/A

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			National Highways has progressed the scheme accordingly (including this section of the scheme), and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
102	Principle of development	Objects to proposals for village road to be diverted via a bridge.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly (including this section of the scheme), and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	N/A
103	Principle of development	Strong objection to the proposal – the A358 should not be dualled at all, therefore there is no need for a bridge as local access (via slip-roads and junctions) can be maintained.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly (including this section of the scheme), and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design	N/A

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			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. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
104	Principle of development	Objects to proposals as considers the scheme expensive, destructive and over powering in the rural location. Considers communities should be the priority and instead of building the road there should be a focus on regenerating existing highways.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The 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
105	Principle of development	Objects to the proposals due to increased land-grabbing, excessive design and further overspending.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2). National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and	N/A

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			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).	
106	Principle of development	Objects to the proposed scheme including the proposals for Village Road to be diverted via a bridge across the A358 as considers the scheme will disrupt the current way of life and create more traffic and noise pollution.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly (including this section of the scheme), and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The Village Road overbridge is required to provide local connectivity across the A358 between the villages of Hatch Beauchamp and Ashill for residents and local businesses and onward connectivity to Mattock's Tree Green and Ashill junctions. By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
107	Principle of development	Objects to the proposed dualling scheme and urbanisation of 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 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. It is not considered that the proposals would result in urbanisation of the villages, however Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	
108	Principle of development	Supports the scheme, considers the road improvement is needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
109	Principle of development	Supports Village Road bridge proposals as it would be safer for WCH	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
110	Principle of development	Supports the proposals as the A358 needs upgrading.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
111	Climate	Objects to the scheme due to the carbon impact during construction and operation	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
112	Road drainage and the water environment	Notes there is no reference to the significant flooding that regularly occurs on Village Road near the Fivehead River bridge just past Hatch Green Coaches. Notes this flooding makes the road impassable at times and has left many vehicles stranded in floodwaters over the past few years. Notes that as the alternatives routes will be blocked under proposals there will be major issues during times of high rainfall. Suggests the existing river culvert under Village Road needs to be significantly enlarged to increase capacity and avoid this problem.	National Highways welcome the information shared in relation to flooding in the local area. Subject to approval of the Development Consent Order, National Highways will take this into account during the detailed design stage. A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	No
113	Safety and road accidents	Concerned the bridge proposal will increase the risk of traffic accidents in Ashill as well as reducing the safety of primary school children.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	
114	Safety and road accidents	Considers to improve safety access to the current A358 at Village Road A358 could be improved with a bridge providing access to slip roads on both sides of the road.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
115	Safety and road accidents	Supports proposals for Village Road to be diverted via a bridge across the A358 as it would allow improved access and the safe crossing of the A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
116	Safety and road accidents	Support for proposals for Village Road to be diverted via a bridge across the A358 as it is considered that this would improve highways safety.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
117	Safety and road accidents	Supports the bridge as is a safe crossing point for villages to access Staple Fitzpaine, Ashill and Hatch Beauchamp.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
118	Safety and road accidents	Notes that a safe route to the service road is essential.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
119	Safety and road accidents	Considers the schemes improvement to safety to be overstated given the accident statistics for Village Road.	National Highways has undertaken a 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. National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined 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. Because the change in traffic flow forecast to use the local lanes in the vicinity of the A358 with the scheme in place is small, the impacts on safety on these local lanes due to the scheme are also forecast to be small. 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.	N/A

Appendix Table 5.1l Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The methodology and results of the safety benefit assessment and the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
120	Safety and road accidents	Disagrees with the proposals for Village Road to be diverted via a bridge across the A358 as considers there will be safety issues	National Highways has undertaken a 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. National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined 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. Because the change in traffic flow forecast to use the local lanes in the vicinity of the A358 with the scheme in place is small, the impacts on safety on these local lanes due to the scheme are also forecast to be small. 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. 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).	N/A
121	Safety and road accidents	Disagrees with the proposals for Village Road to be diverted via a bridge across the A358 as considers there will be an increase of traffic through the Village which will be dangerous as in some places on the road there are no pavements	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
122	Safety and road accidents	Disagrees with the proposal for Village Road to be diverted via a bridge across the A358 as considers Village Road will become busy with traffic which will be a danger to children, dogs and cyclists	By improving congestion and reliability, the scheme aims to reduce the likelihood 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	N/A

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			aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
123	Safety and road accidents	Requests the bridge incorporates a cycle lane to separate cars and cyclists.	The proposed overbridge would connect the existing roads through Hatch Beauchamp and Ashill, neither of which has dedicated cycling facilities. Further to this, the bridge would be lightly trafficked. Isolated lengths of cycling facilities at Village Road overbridge would be neither appropriate nor necessary.	No
124	Traffic, access and modelling	Concerned that, unless Capland link road is built, all motorists east of A358 will use the bridge to cross the A358 and then cut through local roads. Wood road in particularly is dangerous especially at excessive speed.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
125	Traffic, access and modelling	Concern over traffic levels in Ashill village. Notes that the majority of traffic from Village Road currently heads East onto A358. Highlights that as a result of proposals this traffic would now go through Ashill, and in the event of the new road being blocked all traffic would run through Ashill. Notes that traffic returning West from Ilminster would also run through Ashill.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
126	Traffic, access and modelling	Concerned that all traffic from Hatch Beauchamp will have to go through Ashill Village to access Ashill Junction.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
127	Traffic, access and modelling	Considers the proposals for Village Road to be diverted via a bridge across the A358 and the lack of direct access to the A358 will increase traffic flow through Ashill undermining objectives of the Ashill bypass	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
128	Traffic, access and modelling	Object to proposals for Village Road to be diverted across the A358. However, comment that as Village Road is not permitted to join the dual carriageway it would seem to be the only solution. Concern that to get to the bridge all vehicles would go through the villages of Hatch Beauchamp and Ashill which is not supported.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
129	Traffic, access and modelling	Object to proposals for Village Road to be diverted via a bridge over the A358. Highlights that in the proposals to get from Hatch Beauchamp to Ilminster they would have to drive through the village of Ashill before being able to access the A358 at the Ashill junction.Concern that this will cause extra traffic and congestion through Ashill. Highlights that going via Stewley would not be an option as the road is single lane the majority of the road.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
130	Traffic, access and modelling	Suggests that denying access to the A358 will result in users of Village Road having to travel through Ashill. Suggests this will increase traffic flow through Ashill and negate the original objective of the Ashill bypass.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is	N/A

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Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	
131	Traffic, access and modelling	Concerned that the proposals will force more traffic through Ashill and go against the original purpose of the A358 bypass.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
132	Traffic, access and modelling	Object as this will invite more traffic into Ashill.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	N/A
133	Traffic, access and modelling	Requests the access onto the A358 is reviewed as currently considers the limited junction points will create bedlam on the local road network.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	N/A
134	Traffic, access and modelling	Disagrees with proposals as concerned local access is problematic. Notes there are no slip roads where they're needed and the bridges at Bickenhall Lane and Village Road will route traffic from local villages through Hatch Beauchamp to access the A358. Suggests Neroche, West Hatch, Ashill and Staple Fitzpaine need their own access to avoid this.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. Focusing on Hatch Beauchamp, a journey to Taunton from Hatch Beauchamp is forecast to have a 6 minute improvement in journey time. A journey from Hatch Beauchamp to destinations along the A303 to the south is forecast to have a journey time dis-benefit of less than 1 minute.	No

Appendix Table 5.1l Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
135	Traffic, access and modelling	Objects to proposals for Village Road to be diverted across the A358. Considers that not having a slip road incurs excessive travel to join the A358.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. Focusing on Hatch Beauchamp, a journey to Taunton from Hatch Beauchamp is forecast to have a 6 minute improvement in journey time. A journey from Hatch Beauchamp to destinations along the A303 to the south is forecast to have a journey time dis-benefit of less than 1 minute. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
136	Traffic, access and modelling	Supports proposals as would maintain connections between Bickenhall and Hatch Beauchamp. Concerned the proposals do not solve local traffic access issues and will increase the amount of traffic on narrow rural lanes given increased journey distances.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around. National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	No
137	Traffic, access and modelling	Concerned the journey times from Hatch Beauchamp to Ilminster will have to go via Ashill and the journey time will be increased.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
138	Traffic, access and modelling	Concerned loss of access onto the A358 at the Village Road junction would significantly affect journey times towards Southfields roundabout from Hatch Beauchamp as well as access to Hatch Beauchamp when travelling towards J25.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
139	Traffic, access and modelling	Proposes an additional on ramp onto the A358 eastern bound from Village Road and if possible an off ramp on the other carriageway to improve access to Hatch Beauchamp for western bound traffic. This change would also improve connections to Capland link road.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in Design Manual for Roads and Bridges (DMRB). As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
140	Traffic, access and modelling	Considers the provision of on/off ramps in relation to the diversion of Village Road via a bridge across the A358 would improve rat-running possibilities.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been	No

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			removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in Design Manual for Roads and Bridges (DMRB). As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
141	Traffic, access and modelling	Requests for an on/off junction at Village Road as there are may businesses in Hatch Beauchamp require large vehicles that need to deliver to the area	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in Design Manual for Roads and Bridges (DMRB). As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
142	Traffic, access and modelling	Requests that Village Road should have direct access to the A358	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in Design Manual for Roads and Bridges (DMRB). As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
143	Traffic, access and modelling	Objects to proposals as considers a slip road would be more appropriate than having to travel though another village to go east.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in Design Manual for Roads and Bridges (DMRB). As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
144	Traffic, access and modelling	Objects to proposals as concerned there is no direct route onto the A358.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in Design Manual for Roads and Bridges (DMRB). As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
145	Traffic, access and modelling	Requests the use of a filter lane at Village Road to prevent traffic travelling through Ashill	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information.	No

Appendix Table 5.1l Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The 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 (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in Design Manual for Roads and Bridges (DMRB). As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
146	Traffic, access and modelling	Suggests slip roads providing access in both directions near Stewley would be a better solution.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in Design Manual for Roads and Bridges (DMRB). As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	No
147	Traffic, access and modelling	Objects to proposals as suggests there should be slip roads on/off a simple dual carriageway. Notes this would then reduce the amount of traffic entering Hatch Beauchamp over the bridge.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy 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	No

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			strategic network in a safe way via a limited number of junctions. For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. The scheme has been designed to the standards set out in Design Manual for Roads and Bridges (DMRB). As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.	
148	Traffic, access and modelling	Supports the inclusion of a parallel linking road beside the new A358 as considers it would benefit those travelling towards Ilminster and Broadway via Ashill	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
149	Traffic, access and modelling	Support for proposals for Village Road to be diverted via a bridge across the A358. Considers that the new layout would make it possible to go to Ilminster from Hatch Beauchamp without using the new A358 or Southfields roundabout, and highlights that this would be a big plus for older drivers.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
150	Traffic, access and modelling	Agrees with proposals for a bridge at Village Road as it is considered needed for local access and easy flow of traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
151	Traffic, access and modelling	Supports proposals and considers them necessary to maintain access to and from hatch Beauchamp.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
152	Traffic, access and modelling	Supports the proposals for Village Road to be diverted via a bridge across the A358 as it will allow residents to access routes on the other side of the A358	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
153	Traffic, access and modelling	Supports proposals to divert Village Road across a bridge as considers them necessary to access Staple Fitzpaine.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
154	Traffic, access and modelling	Supportive of the bridge, mentions that the fewer the junctions on the proposed route the better	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
155	Traffic, access and modelling	Supports proposals for crossing at Village Road as it provides a safe crossing and an access road for communities	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
156	Traffic, access and modelling	Supports the proposals for the Village Road Bridge as its important for Hatch Beauchamp residents to have access to Staple Fitzpaine and Ashill	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
157	Traffic, access and modelling	Supports the proposals for Village Road to be diverted via a bridge across the A358 as considers it maintains connectivity	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
158	Traffic, access and modelling	Supports the proposal for Village Road to be diverted via a bridge across the A358 as it is considered this would benefit local residents and public transport.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
159	Traffic, access and modelling	Supports the proposals for Village Road to be diverted via a bridge across the A358 as considers it would keep the village connected.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
160	Traffic, access and modelling	Supports Village Road bridge proposals and notes it is a better solution than making the road a dead-end.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
161	Traffic, access and modelling	Support for the proposals for Village Road to be diverted via a bridge across the A358 as this provides a route for local traffic away from the main A358 route.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
162	Traffic, access and modelling	Supports proposals for Village Road to be diverted via a bridge across the A358 as it is considered they ensure local residents are not cut off by the road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
163	Traffic, access and modelling	Supports proposals for Village Road to be diverted via a bridge across the A358 as they maintain access.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
164	Traffic, access and modelling	Supports proposals but considers access should be provided to A358 in line with the Joint Villages proposal.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendices Table 5.2B, Table 6.4 and Table 8.2B (Document Reference 5.2).	N/A

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			Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	
165	Traffic, access and modelling	Notes that the bridge is needed but will funnel traffic through the village and onto village road. Suggests local traffic will not take the 4 mile detour to Ashill and will instead use Mattock's Tree Green junction when travelling in the Taunton direction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The modelling confirms that much of the traffic from Village Road would use the Old A358 through Ashill to access destinations to the south, and that traffic from Village Road heads north to access the new A358 sections from Mattock's Tree Green junction to access destinations to the north. 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. Village Road through Hatch Beauchamp experiences some small increases in flows (a change of less than 250 vehicles per direction on a weekday in 2031) however these are mostly related to trips to and from Hatch Beauchamp and Hatch Green. The location of where the junctions are proposed and the routeing through the network means that very few trips would use Village Road that are not directly accessing local areas in the vicinity of Hatch Beauchamp. This was partially due to feedback expressing concern about the predicted rise in traffic flow through Hatch Beauchamp (using Village Road). Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
166	Traffic, access and modelling	Suggests most people would not use this route to get to the other side of the A358 and therefore it would be wasted.	By improving congestion and reliability, the scheme aims to reduce the likelihood 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
167	Traffic, access and modelling	Notes that the route would not be used by people to travel to the other side of the A358.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of	N/A

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			these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
168	Traffic, access and modelling	Objects to proposals for a bridge at Village Road as local access can be maintained as is	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
169	Traffic, access and modelling	Disagrees with the proposals for Village Road to be diverted via a bridge across the A358 as considers the proposals will be less efficient	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
170	Traffic, access and modelling	Concern that proposals for Village Road to be diverted via a bridge across the A358 would increase journey times, fuel consumption and noise pollution.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358. Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A

Appendix Table 5.1l Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response