

## **A358 Taunton to Southfields**

Community Forum sessions – May 2021  
Meeting notes

**Session 1: 11 May 2021, 17:30 – 18:30 – P2**

**Session 2: Cancelled**

**Session 3: 12 May 2021, 17:30 – 18:30 – P12**

**Session 4: 12 May 2021, 19:00 – 20:00 – P21**

**Session 5: 13 May 2021, 12:30 – 13.30 – P29**

**Session 6: 14 May 2021, 12:30 – 13:30 – P37**

# Minutes

## A358 Taunton to Southfields Scheme

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**Title:** A358 Taunton to Southfields Scheme – Community Forum Meeting 2 Session 1

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**Date:** 11 May 2021      **Time:** 17:30  
18:30      **Location:** Microsoft Teams

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**Forum members:** Highways England  
Taunton Area Cycling Campaign  
South Somerset District Council  
Somerset County Council  
Blackdown District Scouts  
Bickenhall Parish Council  
Somerset County Scouts  
West Hatch Parish Council  
Stoke St Mary Parish Council  
Creech St Michael Parish Council

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**Chair:** Highways England

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**Circulation:** Those present.

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**Meeting objective(s):** To discuss the proposed route for the A358.

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No.	Item	Actions
1.	<p><b>Welcome and safety moment</b></p> <p>DL introduced the meeting and ran through housekeeping for the session. RM ran through the Highways England safety moment, which focussed on how to adjust to exiting lockdown.</p>	
2.	<p><b>Agenda</b></p> <p>DL outlined the agenda, noting that the meeting would focus specifically on junctions and access, with feedback noted throughout. She noted that forum members were likely to be already aware of certain aspects of the scheme, and that Highways England wanted to understand forum member's thoughts following their response to the Planning Inspectorate scoping report.</p>	
3.	<p><b>Design Update</b></p>	

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## A358 Taunton to Southfields Scheme

	<p>SV introduced himself and indicated how the session would differ from the last Community Forum. He noted that the project was in preliminary design stage, where the route would be developed further in advance of public consultation and the planning application for the DCO in 2022. He noted that, although the location of the route and corridor was fixed, changes and refinements could be made particularly in relation to connectivity and access to local side roads. He noted that they were actively listening to local community and stakeholder concerns as part of this. He noted, however, that Highways England had to consider constraints around budget and safety, particularly around standards towards modifications of existing junctions and access points.</p>	
4.	<p><b>What you told us</b></p> <p>PT introduced himself and noted that he wanted to illustrate what the core issues were around the development of this scheme: Local Access, crossing the A358, Traffic capacity and a potential increase in traffic in communities.</p>	
5.	<p><b>Overview of Programme</b></p> <p>DL provided a recap of the programme of engagement for the series of Community Forums and the potential to review provisional dates in line with Covid-19 restrictions.</p>	
6.	<p><b>A358 Taunton to Southfields Dualling Scheme – Scheme Overview</b></p> <p>DL discussed the format of this section where MK would provide an overview of a section and open the room to feedback. MK introduced himself as the Infrastructure Lead for the project and provided a recap of the scheme. He noted that there had been interest from the first Community Forum about how the scheme would affect access. He observed that the three main junctions of interest were the Nexus roundabout, junction 25 roundabout and the Southfields roundabout, and that there would be additional improvements to cater for the rise in traffic. He walked through the route shared on the screen, noting the new split-level junctions with split-road junctions at Mattock’s Tree Green and Ashill junction designed to provide safer access across the A358. He noted that three crosslinks were also proposed at Stoke Road, Griffin Lane (retained as existing)</p>	<p>Action: West Hatch Parish Council to be invited to Walking, Cycling and Horse riding forum event.</p>

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## A358 Taunton to Southfields Scheme

<p>and Village Road, and that a new route between Stewley Lane and Park Barn Lane was proposed. He noted that the route was still being developed and that forum members' feedback would be welcomed.</p> <p><b>Slide 1 – M5 J25 to Mattock's Tree Green</b></p> <p>MK provided an overview of the route from junction 25 M5 to Mattock's Tree Green. Junction 25 is proposed to have a segregated left turn lane from the A358 Toneway to the northbound on-slip and an additional lane added to the southbound off-slip (from 3 to 4 lanes). The Nexus 25 roundabout would be improved to accommodate the rise in traffic. He also noted that the dual carriageway in this section would follow a completely new route approximately 2.7 miles long. He also mentioned that a new overbridge would be proposed at Stoke Road, and that the Greenway Lane junction with the A358 would be closed. The existing Ash Road junction with the A358 (at the Nag's Head pub) would remain open to provide access to residential properties near the A358, but Ash Road would be closed to the south of the residential properties. A new two-level junction with slip roads proposed at Mattock's Tree Green would be implemented to provide access to the A378, Henlade and Hatch Beauchamp and also connect to Ash Road</p> <p>MM noted that he had no objection to the junction, with the exception of cycle routes. He noted that the local Parish had a large population of existing cycling groups who regularly use the existing route between the Nag's Head pub and the A358 and then pick up the road down to Hyde and loop to Langport. He noted that further information could be found on Strava that highlighted this and asked that the new junction was not made too steep (below 5 degrees) with a crossing that could be used by 'carbon wheels' at Nag's Head Crossing. MM requested that West Hatch Parish Council be invited to the walking, cycling and horse riding forum.</p> <p>MD introduced himself, noting that he would be representing all cyclists. His first observation was whilst improvements to junction 25 would improve safety, it would mean a very slow crossing, and that further improvements should be considered using the Blackbrook underpass. He noted that the gradient was also of concern for cyclists. He noted that</p>	
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## A358 Taunton to Southfields Scheme

<p>1,000 people had signed a petition requesting crossings where possible and a cycle track between Taunton and Ilminster.</p> <p>DL proposed that this issue be raised at the walking, cycling and horse riding forum. Both MM and MD agreed.</p> <p>SA voiced his concerns that junction 25 would not have the capacity to cope with an increase in traffic from the A358, particularly that travelling from Wellington and Taunton which came down from Ruishton and Henlade into Creech and that provisions should be made to reduce a potential rise in traffic through those villages. He also noted that the A358 should have a dedicated slip road to Wellington.</p> <p>PT introduced himself as the traffic modelling and economic appraisal lead and noted that he understood forum members wanted to understand the traffic impacts of the scheme. He noted that improvements would be made at junction 25, including a segregated left-turn lane from Taunton onto the northbound on-slip and widening the southbound on-slip from 3 to 4 lanes. These improvements would help meet future forecasting demands, and that the performance of the junction would be comparable to that which currently exists (with the recent SCC upgrade works in place). At the Nexus 25 roundabout, he noted that the A358 would form a new fourth approach arm and improvement and upgrade works to the Nexus 25 roundabout and its existing 3 approach arms would be required.</p> <p>DL thanked PT and noted that they would take on board SA's feedback. SA noted that there was an outstanding issue that traffic coming from the M5/Wellington to the A358 could clog up the roundabout.</p> <p>RH noted that he was alarmed that the baseline comparison data was against current traffic flow, which was unfavourable. PT noted that the design of the junctions used a common measure known as the 'ratio of flow to capacity' (RFC), which would ensure that the design of the junction would be below 100%, and that the current RFC for the scheme was 90%.</p>	
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## A358 Taunton to Southfields Scheme

<p>RH thanked PT and noted that there was initial alarm following the announcement of the Preferred Route (RFC of 138%) that this would negatively impact traffic. DL noted that the traffic team would review this further.</p> <p><b>Slide 2 – Mattock’s Tree Green to Hatch Beauchamp</b></p> <p>MK provided an overview of the scheme between Mattock’s Tree Green and Hatch Beauchamp. He noted that this section followed the existing alignment of the A358, and that existing junctions on the A358 are proposed to be closed at Village Road, West Hatch Lane (west wide only as east side is already gated with no vehicular access) and the staggered junction arrangement at Bickenhall Lane. He noted that access to Somerset Progressive School and the Scout Camp would be from West Hatch Lane, and access across the route would be provided at the current Griffin Lane underbridge.</p> <p>MM added that there were four businesses adjacent the Progressive School and Scout Camp which would have trouble accessing the A358 via West Hatch Lane, although there were likely going to be less issues with the Somerset Progressive School and the Scouting groups (although the Scouting Groups would be less happy with the detour). He noted that there would be issues with traffic backing onto the lane when the school was opened, especially as those businesses use HGVs. He noted that an alternative option could be proposed from the southern roundabout at Mattock’s Tree Green Junction to the Scout Camp, Progressive School and the four businesses that was less liable to flooding. He noted that Griffin Lane would not work as a crossing, and that cutting access from Bickenhall Lane and West Hatch Lane would be unacceptable and would result in severance for the local communities.</p> <p>DL thanked MM and noted that there would be an opportunity to progress the design ready for the next Community Forum event.</p> <p>MD agreed that Griffin Lane was poor quality and treacherous over the winter, suggesting that an alternative</p>	
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## A358 Taunton to Southfields Scheme

<p>be adopted on Bickenhall Lane. MM noted that there were issues (including Equine) that could make Bickenhall Lane an issue. MD noted that severance issues along the route were around Hatch Beauchamp and Ilminster, and that Highways England should consider connection points at Thornfalcon. MM noted that Village Road at Hatch Beauchamp needed to connect to the existing road at Mattock's Tree Green and re-emphasised that Griffin Lane was completely unusable during the Winter, and that there were certain properties that could only get access nearby from Hatch Beauchamp.</p> <p>SA reinforced the need for access to the Scout Camp not via West Hatch Lane and noted that they would need access as an alternative to heading 'south and back up again'. JL noted that the Scouts were in complete agreement on this matter, and that the existing local roads would be unable to take existing traffic. AA introduced himself as a representative from Somerset County Scouts, emphasising that the site was already used to its existing capacity from traffic across the county and that the organisation would definitely like to see improvements to this section of the route.</p> <p><b>Slide 3 – Hatch Beauchamp to Ashill</b></p> <p>MK then walked through the section from Hatch Beauchamp to Ashill. He noted that the route would follow the alignment of the existing A358, except for a short section at Capland where the proposed A358 route runs separately to the east of the existing A358. He noted that the existing junctions at Bickenhall Lane would be closed. He also noted that the existing A358 junctions at Village Road (South) and Staple Fitzpaine Road would be closed and replaced with a new link road and overbridge. This new link road and overbridge would connect to the short section of existing A358 near Capland (where the proposed A358 runs separately) which would be retained as a local road. This would subsequently connect to Ashill Road (the "Old A358" through Ashill) and the proposed Ashill junction further south. To the east of the route he noted that the existing A358 junctions at Capland Lane, Stewley Lane and Park Barn Lane would be closed. To the west of the route he noted that:</p> <ul style="list-style-type: none"> <li>• The existing A358 junction at Folly Drove would be retained, but this would be to the section of existing A358</li> </ul>	
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## A358 Taunton to Southfields Scheme

	<p>retained and converted to a local road (not the new A358).</p> <ul style="list-style-type: none"> <li>• The two existing junctions with the A358 from the Ashill Road (the “Old A358 through Ashill) in the vicinity of Wood Road would be closed. The Wood Road junction on Ashill Road (“Old A358”) would be retained.</li> <li>• The existing A358 junction at Park Barn Lane would be closed.</li> </ul> <p>He also noted that a new junction is proposed at Ashill which would provide access and connectivity from Ashill Road (the “Old A358”) to the west and Rapps Road to the east. Hatch Beauchamp would also be accessed from Ashill Junction with traffic travelling down the Ashill Road (“Old A358”) through to Village Road. He also noted that the proposed Kenny Link and Overbridge (connecting Stewley Lane to Ashill Road (“Old A358”)) shown in the preferred route had been removed and replaced with a link road to the east of the A358 between Stewley Lane and the proposed Ashill Junction / Park Barn Lane. Finally, he also noted that as part of the proposed Ashill Junction, improvements to Park Barn Lane and Copse Lane would be required.</p> <p>MM noted that the busiest road in the area was Bickenhall Lane, and that shutting the route would significantly impact a local farmer at Bickenhall Farm, and that Beercrocombe, West Hatch, Staple Fitzpaine, Hatch Beauchamp and Ashill Parish Councils would like to have a separate meeting with Highways England on this Lane. He also observed that previous joint submissions from these Parish Councils had reflected issues that would emerge from traffic entering onto Higher West Hatch Lane and Village Road to Staple Fitzpaine. He noted that those roads went through areas of significant horse occupancy with the ‘Neroche Herepath’ running through them, and that Deborah Meaden keeps horses close by. MM noted that there would be significant safety risks around putting traffic through blind bends, and that previous proposals from the joint Parish Council groups to introduce a one-way system would actually pose problems for walking, cycling and horse riding groups. He requested that Highways England meet the joint Parish Councils to discuss this area in more detail. He noted that there was not an adequate crossing in place along this section of the route, unless users were pushed to Mattock’s Tree Green junction or the Village Road overbridge near Capland. He noted</p>	
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## A358 Taunton to Southfields Scheme

<p>residents at Hatch Beauchamp would also like to see the road through their village improved and that cyclists and horse riders would have considerable issues crossing Bickenhall Lane. He noted that the current proposals were 'not feasible', and that a separate session should be held just on Bickenhall Lane.</p> <p>PL noted that the flyover at Hatch Beauchamp (the Village Road overbridge) was 'totally unacceptable', and that Ashill Parish Council would suffer greatly from increased traffic, especially from existing commercial developments. He noted that most of the traffic travelling through Ashill was travelling at 50-60 miles per hour, which was unacceptable. The Parish Council want to seeslip roads at the Village Road overbridge to ensure that through traffic avoids Ashill. He noted that issues with the Ilminster bypass (A303) had also not been corrected, and that there would likely be queues all along the A358 because of this. He noted that Ashill Parish Council were happy with all the other options.</p> <p>MM noted that there were existing counter-proposals that Parish Councils could present, and that Highways England should look at other access points. He also noted that the general view from south of Mattock's Green was that the route should not be dualled, as upgrading the Southfields roundabout could resolve most issues. PL noted that speeds should be reduced, especially in light of climate change problems. He also observed that, when the Ilminster bypass was built, Highways England did not listen to requests from Parish Councils, especially around Ilminster bypass and the number of casualties that had taken place there.</p> <p>AA noted that he was not campaigning for any actions at Bickenhall Lane. He noted separately that as a member of Neroche Parish Council, he had held a public meeting to discuss impacts on the local road network, and had come to the conclusion that Staple Fitzpaine Road and Bickenhall Lane were unsuitable as single-track roads with limited passing places to be made at crossing points.</p> <p>MM noted that that the most important thing was to make amendments to the new road link and making Staple Fitzpaine Road safer.</p>	
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## A358 Taunton to Southfields Scheme

	<p>PT noted that it had been acknowledged that further discussions needed to happen with Parish Councils.</p> <p><b>Slide 4 – Ashill to Southfields</b></p> <p>MK provided an overview of the Ashill to Southfields section of the route. He noted that a new two-level junction at Ashill with new slip roads was proposed for all traffic movements, which would allow users travelling from Ashill Road (“Old A358”) to connect to the A358 and travel across the A358. He also noted that junctions with the A358 at Broadway Street and Cad Road would be closed with additional capacity improvements at Southfields roundabout. He also noted that the Thickthorn Lane junction with the Ashill Road (“Old A358”) would be closed. He also noted that the route would follow the existing A358 alignment from Ashill to Southfields.</p> <p>PT noted that Southfields roundabout would include a segregated left-turn lane from the A358 eastbound to the A303 eastbound, which would reduce the amount of traffic that has to pass through the circulatory of the roundabout itself. He also noted that the A303 westbound approach to Southfields would be widened to 3 lanes to help cater for an increased right-turn demand onto the A358 dual carriageway. He also observed that additional improvements would be made to the A358 from Horton Cross, but that this would be limited to the immediate approach to the roundabout. He mentioned that operational modelling at the roundabout suggests that it would be able to operate at existing capacity with only minor delays at Southfields junction.</p> <p>MM asked whether the dedicated south lane had just been proposed in the last few weeks. PT confirmed that it was a recent addition. MM noted that the segregated left-turn lane would immediately address criticisms that the existing A358 currently is the back-up route from Southfields onto the Ilminster bypass.</p> <p>SA noted that he welcomed the slip lane, however he felt that a better solution should be in place to cater for traffic</p>	
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## A358 Taunton to Southfields Scheme

	<p>coming from London that turns right onto the A358 at the roundabout.</p> <p>MD noted that this section created a lot of severance for cycling groups and was concerned that the route did not improve cycling provisions, especially around the route from Blackdown to Broadway. He noted that the existing roundabout at Southfields roundabout was difficult for cyclists and served as a current barrier. MM agreed with MD, especially between Horton to Ilminster along Southfields roundabout, but that it was an essential missing link. He asked whether it was possible to add a new cycling bridge from the old Horton Cross to Cad Road, as the only current route for cyclists from Taunton to Ilminster was from Ilton to Ilminster Road via Langport. He noted that a majority of cyclists came from Cad Road to Broadway Street, which was an important route especially for competitive cyclists from Horton to Staple Fitzpaine and those travelling via Chard, Yeovil and Langport. He noted that cyclists going along the existing route would be cut off from the existing route and have to travel up to Stewley Road.</p>	
<p><b>7.</b></p>	<p><b>Thank you and further questions:</b></p> <p>DL thanked forum members and noted that they were exploring options for an independent steering group, and in-person meetings if government guidance allows.</p> <p>RM provided an overview of Highways Englands' notes on the scheme.</p> <p>AA noted that his views were those of Neroche Parish Councils', and not his personal views.</p>	

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## A358 Taunton to Southfields Scheme

<b>Title:</b>	<b>A358 Taunton to Southfields Scheme – Community Forum Meeting 2 Session 3</b>		
<b>Date:</b>	12 May 2021	<b>Time:</b>	17:30 18:30
		<b>Location:</b>	Microsoft Teams
<b>Forum members:</b>	<b>Highways England</b> <b>Somerset County Council</b> <b>Somerset West and Taunton Council</b> <b>Beercrocombe Parish Council</b> <b>Broadway Parish Council</b> <b>Ilminster Town Council</b>		
<b>Chair:</b>	Highways England		
<b>Circulation:</b>	Those present		
<b>Meeting objective(s):</b>	To discuss the proposed route for the A358.		

No.	Item	Actions
8.	<p><b>Welcome and safety moment</b></p> <p>DL introduced the meeting and ran through housekeeping for the session. RM ran through the Highways England safety moment, which focussed on how to adjust to exiting lockdown.</p>	
9.	<p><b>Agenda</b></p> <p>DL outlined the agenda, noting that the meeting would focus specifically on junctions and access, with feedback noted throughout. She noted that forum members were likely to be already aware of certain aspects of the scheme, and that Highways England wanted to understand forum members' thoughts following their response to the Planning Inspectorate scoping report.</p>	
10.	<p><b>Design Update</b></p> <p>SV introduced himself and indicated how the session would differ from the last Community Forum. He noted that the project was in preliminary design stage, where the route</p>	

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## A358 Taunton to Southfields Scheme

	<p>would be developed further in advance of public consultation in Autumn 2021 and the planning application for the Development Consent Order in 2022. He noted that, although the location of the route and corridor was fixed, changes and refinements could be made particularly in relation to connectivity and access to local side roads. He noted that they were actively listening to local community and stakeholder concerns as part of this. He noted, however, that Highways England had to consider constraints around budget and safety, particularly around standards towards modifications of existing junctions and access points.</p>	
11.	<p><b>What you told us</b></p> <p>PT introduced himself and noted that he wanted to illustrate what the core issues were around the development of this scheme: Local Access, crossing the A358, Traffic capacity and a potential increase in traffic in communities.</p>	
12.	<p><b>Overview of Programme</b></p> <p>DL provided a recap of the programme of engagement for the series of Community Forums and the potential to review provisional dates in line with the lifting of Covid-19 restrictions.</p>	
13.	<p><b>A358 Taunton to Southfields Dualling Scheme – Scheme Overview</b></p> <p>DL discussed the format of this section where MK would provide an overview of a section and open the room to feedback. MK introduced himself as the Infrastructure Lead for the project and provided a recap of the scheme. He noted that there had been interest from the first Community Forum about how the scheme would affect access. He observed that the three main junctions of interest were the Nexus roundabout, junction 25 roundabout and the Southfields roundabout, and that there would be additional improvements to cater for the rise in traffic. He walked through the route shared on the screen, noting the new split-level junctions with split-road junctions at Mattock’s Tree Green and Ashill junction designed to provide safer access across the A358. He noted that three crosslinks were also proposed at Stoke Road, Griffin Lane (retained as existing) and Village Road, and that a new route between Stewley</p>	

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## A358 Taunton to Southfields Scheme

<p>Lane and Park Barn Lane was proposed. He noted that the route was still being developed and that forum members' feedback would be welcomed.</p> <p><b>Slide 1 – M5 J25 to Mattock's Tree Green</b></p> <p>MK provided an overview of the route from junction 25 M5 to Mattock's Tree Green. Junction 25 is proposed to have a segregated left turn lane from the A358 Toneway to the northbound on-slip and an additional lane added to the southbound off-slip (from 3 to 4 lanes). The Nexus 25 roundabout would be improved to accommodate the rise in traffic. He also noted that the dual carriageway in this section would follow a completely new route approximately 2.7 miles long. He also mentioned that a new overbridge would be proposed at Stoke Road, and that the Greenway Lane junction with the A358 would be closed. The existing Ash Road junction with the A358 (at the Nag's Head pub) would remain open to provide access to residential properties near the A358, but Ash Road would be closed to the south of the residential properties. A new two-level junction with slip roads proposed at Mattock's Tree Green would be implemented to provide access to the A378, Henlade and Hatch Beauchamp and also connect to Ash Road</p> <p>PT introduced himself as the traffic modelling and economic appraisal lead and noted that he understood forum members wanted to understand the traffic impacts of the scheme. He noted that improvements would be made at junction 25, including a segregated left-turn lane from Taunton onto the northbound on-slip and widening the southbound on-slip from 3 to 4 lanes. These improvements would help meet future forecasting demands, and that the performance of the junction would be comparable to that which currently exists (with the recent SCC upgrade works in place). At the Nexus 25 roundabout, he noted that the A358 would form a new fourth approach arm and improvement and upgrade works to the Nexus 25 roundabout and its existing 3 approach arms would be required.</p> <p><b>Slide 2 – Mattock's Tree Green to Hatch Beauchamp</b></p> <p>MK provided an overview of the scheme between Mattock's Tree Green and Hatch Beauchamp. He noted that this section followed the existing alignment of the A358, and that</p>	
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## A358 Taunton to Southfields Scheme

<p>existing junctions on the A358 are proposed to be closed at Village Road, West Hatch Lane (west wide only as east side is already gated with no vehicular access) and the staggered junction arrangement at Bickenhall Lane. He noted that access to Somerset Progressive School and the Scout Camp would be from West Hatch Lane, and access across the route would be provided at the current Griffin Lane underbridge.</p> <p>RB asked whether the Parish Councils' proposed upgrades had been shared to the design team, with particular concerns around the closure of Village Road and a potential detour around West Hatch Lane. He also voiced concern around using Griffin Lane to support traffic thoroughfare and noted that Bickenhall Lane would be far more suitable.</p> <p>DL noted that the feedback had been received and that the project team were aware of issues surrounding Griffin Lane and the Scout Camp in West Hatch Lane.</p> <p>RB noted that it had been a 'waste of time' to present an option that did not incorporate their proposals. DL noted that there were time constraints towards sharing updated drawings and reassured him that they were progressing with the review of his suggestions.</p> <p>PG introduced himself, reinforcing that there is an informal group of Parish Councils who would like to meet with the A358 project team separately.</p> <p>DL thanked PG for his comments and further noted that there was ongoing work to determine the feasibility of the Parish Councils' suggestions.</p> <p>PT noted that Highways England would also be publishing meeting notes from all sessions, so different Parish Councils were aware of other issues raised.</p> <p><b>Slide 3 – Hatch Beauchamp to Ashill</b></p> <p>MK then walked through the section from Hatch Beauchamp to Ashill. He noted that the route would follow the alignment</p>	
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## A358 Taunton to Southfields Scheme

<p>of the existing A358, except for a short section at Capland where the proposed A358 route runs separately to the east of the existing A358. He noted that the existing junctions at Bickenhall Lane would be closed. He also noted that the existing A358 junctions at Village Road (South) and Staple Fitzpaine Road would be closed and replaced with a new link road and overbridge. This new link road and overbridge would connect to the short section of existing A358 near Capland (where the proposed A358 runs separately) which would be retained as a local road. This would subsequently connect to Ashill Road (the “Old A358” through Ashill) and the proposed Ashill junction further south. To the east of the route he noted that the existing A358 junctions at Capland Lane, Stewley Lane and Park Barn Lane would be closed. To the west of the route he noted that:</p> <ul style="list-style-type: none"> <li>• The existing A358 junction at Folly Drove would be retained, but this would be to the section of existing A358 retained and converted to a local road (not the new A358).</li> <li>• The two existing junctions with the A358 from the Ashill Road (the “Old A358 through Ashill) in the vicinity of Wood Road would be closed. The Wood Road junction on Ashill Road (“Old A358”) would be retained.</li> <li>• The existing A358 junction at Park Barn Lane would be closed.</li> </ul> <p>He also noted that a new junction is proposed at Ashill which would provide access and connectivity from Ashill Road (the “Old A358”) to the west and Rapps Road to the east. Hatch Beauchamp would also be accessed from Ashill Junction with traffic travelling down the Ashill Road (“Old A358”) through to Village Road. He also noted that the proposed Kenny Link and Overbridge (connecting Stewley Lane to Ashill Road (“Old A358”)) shown in the preferred route had been removed and replaced with a link road to the east of the A358 between Stewley Lane and the proposed Ashill Junction / Park Barn Lane. Finally, he also noted that as part of the proposed Ashill Junction, improvements to Park Barn Lane and Copse Lane would be required.</p> <p>PT noted that traffic forecasting showed that new roundabouts were not needed at the end of the slip roads at Ashill Junction, and that the junction would not experience any congestion even at peak times.</p>	
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## A358 Taunton to Southfields Scheme

DL noted that Highways England had received feedback on the closure of roads from Bickenhall Lane and the flyover near Village Road, and that this was being re-evaluated in light of previous feedback.

RB noted that the previous proposal for Kenny Link (with Stewley Lane connecting to the Ashill Road (“Old A358”) via an overbridge was more favourable, and that the new Stewley Link road proposal to the east of the A358 would not benefit local farmers travelling between Wood Road and Stewley Lane. DL thanked RB and noted that I Highways England would reviewing this. PC noted that part of the reason for this change was in light of feedback around a steep incline from the Kenny Link overbridge caused by close proximity to Ashill, which had been a concern for cyclists. He noted that the proposed Stewley Link road would also reduce traffic through Ashill, as traffic would access the link road via Ashill Junction and not have to travel through Ashill (as required to access the Kenny Link Overbridge) and have less impact on surrounding properties in Ashill. RG noted that Stock Lane and Broadmead Road behind Stewley Lane were very narrow and susceptible to flooding, and not suitable for modern traffic. He remarked that Highways England appeared to be ignoring the hinterland behind the existing A358 itself. PC noted that the technical team were aware of the flooding issues on local roads and that they would review this further in the context of any predicted traffic increase on local roads..

### **Slide 4 – Ashill to Southfields**

MK provided an overview of the Ashill to Southfields section of the route. He noted that a new two-level junction at Ashill with new slip roads was proposed for all traffic movements, which would allow users travelling from Ashill Road (“Old A358”) to connect to the A358 and travel across the A358. He also noted that junctions with the A358 at Broadway Street and Cad Road would be closed with additional capacity improvements at Southfields roundabout. He also noted that the Thickthorn Lane junction with the Ashill Road (“Old A358”) would be closed. He also noted that the route would follow the existing A358 alignment from Ashill to Southfields.

# Minutes

## A358 Taunton to Southfields Scheme

<p>PT noted that Southfields roundabout would include a segregated left-turn lane from the A358 eastbound to the A303 eastbound, which would reduce the amount of traffic that has to pass through the circulatory of the roundabout itself. He also noted that the A303 westbound approach to Southfields would be widened to 3 lanes to help cater for an increased right-turn demand onto the A358 dual carriageway. He also observed that additional improvements would be made to the A358 from Horton Cross, but that this would be limited to the immediate approach to the roundabout. He mentioned that operational modelling at the roundabout suggests that it would be able to operate at existing capacity with only minor delays at Southfields junction.</p> <p>BH noted that he was concerned about access from Ilminster, and whether the proposed Segregated Left Turn Lane from the existing A358 to the eastbound carriageway of the A303 would impact the ability for traffic from Ilminster to enter the roundabout. He asked whether possible delays took into account traffic heading from Ilminster or whether this had just been from the westbound carriageway and the A303. PT noted that the modelling had taken into account all approach arms and that the roundabout would operate below its practical capacity, with delays that would currently be less than what users already experienced.</p> <p>DL thanked BH and noted that an additional meeting could be held on this matter. BH thanked DL and agreed this would be a good approach.</p> <p>PG raised concerns around closing Broadways' access to Broadway Lane to the A358, and that he felt that the original appraisal the Parish Council had been sent was being ignored. He noted that the opening was an important and busy route for settlements travelling from Horton and other surrounding villages, and that the road was the only one westbound that was gritted in Winter. He also noted that the road was used by emergency vehicles, and that severance without any provision of localised access would have a 'transformative effect' on vehicle usage in the area around Broadway, Horton, Donyatt and Ashill. He noted that the Parish Council would need to see evidence that the local</p>	
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## A358 Taunton to Southfields Scheme

	<p>road network would be able to accommodate the rise in traffic. He noted that the Broadway Lane junction was also an important connection point for communities on the eastern side of the scheme. He also voiced concern that any new road would be unable to cope with HGVs.</p> <p>DL thanked PG and noted that Highways England would review this. PG further reinforced that the Parish Councils had suggested improvements to the lane that would be reviewed against Highways Englands' response.</p> <p>PG noted that the problems around Southfields roundabout focussed on existing congestion and the impact of rat-running around the surrounding local road network in Horton, Broadway and Donyatt. He noted that Broadway Parish Council would be interested to see the data around existing forecasting, as the upgrade could cause a lot of re-routing that would have significant impacts on the villages that surround the Southfields roundabout.</p> <p>PG also noted that these issues were summarised in an email to Patrick Traynor and a review of the preferred route announced in November 2019. PT confirmed that Highways England had received these reports.</p> <p>BH asked whether a specific mark on the screen below Cad Road was a through link. SV noted that it was a revised access to Jordan's Farm as the existing access is impacted by the widened A358.</p>	
<p><b>14.</b></p>	<p><b>Thank you and further questions:</b></p> <p>DL thanked forum members and noted that they were exploring options for an independent steering group, and in-person meetings if government guidance allows.</p> <p>RM provided an overview of Highways Englands' notes on the scheme.</p> <p>JB asked how advanced Highways Englands' plans would be before the next Community Forum. DL and PC confirmed that further details could be shown at the next community forum in June.</p>	

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## A358 Taunton to Southfields Scheme

	<p>RG noted that when the Scheme Assessment Report was published in 2019, there was a clause outlining that Ashill junction would be subject to further refinement from local communities, but that this was not fulfilled.</p> <p>DL noted that reviews to Ashill junction were still ongoing, but that budget considerations had to be taken into account. RG thanked Deborah and noted that he hoped the design will have progressed sufficiently from the May Community Forum session presentation.</p> <p>PG asked what programme was in place for direct consultation going forward and the scope going forward for modification and change. DL noted that Highways England were not in a position to share what information they hadn't already, but that there was scope to discuss more specific matters once government restrictions had been lifted. PG noted that the Parish Council would like to be kept in touch around these plans. DL confirmed that conversations would remain ongoing.</p> <p>DL thanked forum members and noted they were invited to attend an upcoming walking, cycling and horse riding event.</p>	
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# Minutes

## A358 Taunton to Southfields Scheme

<b>Title:</b>	<b>A358 Taunton to Southfields Scheme – Community Forum Meeting 2 Session 4</b>		
<b>Date:</b>	12 May 2021	<b>Time:</b>	19:00 20:00
		<b>Location:</b>	Microsoft Teams
<b>Forum members:</b>	<b>Highways England</b> <b>North Curry parish Council</b> <b>Taunton Area Cycling Campaign</b> <b>Donyatt Parish Council</b> <b>Stoke St Gregory Parish Council, Taunton Deane Bridleways Society</b> <b>Heath Beauchamp Parish Council</b>		
<b>Chair:</b>	Highways England		
<b>Circulation:</b>	Those present.		
<b>Meeting objective(s):</b>	To discuss the proposed route for the A358.		

No.	Item	Actions
15.	<b>Welcome and safety moment</b>  DL introduced the meeting and ran through housekeeping for the session. Forum members were then welcomed to introduce themselves. RM ran through the Highways England safety moment, which focussed on how to adjust to exiting lockdown.	
16.	<b>Agenda</b>  DL outlined the agenda, noting that the meeting would focus specifically on junctions and access, with feedback noted throughout. She noted that forum members were likely to be already aware of certain aspects of the scheme, and that Highways England wanted to understand forum members' thoughts following their response to the Planning Inspectorate scoping report.	
17.	<b>Design Update</b>  SV introduced himself and indicated how the session would differ from the last Community Forum. He noted that the project was in preliminary design stage, where the route would be developed further in advance of public consultation	

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## A358 Taunton to Southfields Scheme

<p>in Autumn 2021 and the planning application for the Development Consent Order in 2022. He noted that, although the location of the route and corridor was fixed, changes and refinements could be made particularly in relation to connectivity and access to local side roads. He noted that they were actively listening to local community and stakeholder concerns as part of this. He noted, however, that Highways England had to consider constraints around budget and safety, particularly around standards towards modifications of existing junctions and access points.</p> <p>RL asked SV if developments on the 'corridor' including the A303 Stonehenge, would affect the budget allowed for improvements to the A358. He would like confirmation that developments of the A303 would have a direct affect on the proposals to the A358.</p> <p>DL confirmed that the A358 is part of the corridor scheme, but not directly associated in terms of budget with the A303 or similar roads. She confirmed that the A358 is now a Tier 1 scheme of which the Department for Transport (DfT) and Treasury have direct involvement. It was confirmed that demands for additional budget for the A303 will not affect budget available for the A358.</p> <p>MG asked if the impact of Covid-19 on traffic assessments would feed into the business case as the scheme design develops. DL confirmed that, whilst the impact of Covid-19 is being taken into account, the return to large levels of economic normality following the pandemic were also part of the business case being formed.</p> <p>CS raised the question of whether local businesses had also been consulted and involved as part of the business case. She also asked if the impact of permanent working from home systems were being taken into account when looking at traffic modelling. DL confirmed that the project team are looking to meet with more local businesses as part of the ongoing scheme.</p> <p>CS reference to the Environmental Impact Assessment (EIA) and highlighted that a large amount of local businesses were not aware of updates to the scheme. DL confirmed that these points were being noted and that further engagement work would be taking place.</p>	
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## A358 Taunton to Southfields Scheme

<p><b>18.</b></p>	<p><b>What you told us</b></p> <p>PT introduced himself and noted that he wanted to illustrate what the core issues were around the development of this scheme: Local Access, crossing the A358, Traffic capacity and a potential increase in traffic in communities.</p>	
<p><b>19.</b></p>	<p><b>Overview of Programme</b></p> <p>DL provided a recap of the programme of engagement for the series of Community Forums and the potential to review provisional dates in line with the lifting of Covid-19 restrictions. She noted that forum members would be welcome to attend an upcoming walking, cycling and horse riding (including disabled users) Forum towards the end of May.</p>	
<p><b>20.</b></p>	<p><b>A358 Taunton to Southfields Dualling Scheme – Scheme Overview</b></p> <p>DL discussed the format of this section where MK would provide an overview of a section and open the room to feedback. MK introduced himself as the Infrastructure Lead for the project and provided a recap of the scheme. He noted that there had been interest from the first Community Forum about how the scheme would affect access. He observed that the three main junctions of interest were the Nexus roundabout, junction 25 roundabout and the Southfields roundabout, and that there would be additional improvements to cater for the rise in traffic. He walked through the route shared on the screen, noting the new split-level junctions with split-road junctions at Mattock’s Tree Green and Ashill junction designed to provide safer access across the A358. He noted that three crosslinks were also proposed at Stoke Road, Griffin Lane (retained as existing) and Village Road, and that a new route between Stewley Lane and Park Barn Lane was proposed. He noted that the route was still being developed and that forum members’ feedback would be welcomed.</p> <p><b>Slide 1 – M5 J25 to Mattock’s Tree Green</b></p>	

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## A358 Taunton to Southfields Scheme

<p>MK provided an overview of the route from junction 25 M5 to Mattock's Tree Green. Junction 25 is proposed to have a segregated left turn lane from the A358 Toneway to the northbound on-slip and an additional lane added to the southbound off-slip (from 3 to 4 lanes). The Nexus 25 roundabout would be improved to accommodate the rise in traffic. He also noted that the dual carriageway in this section would follow a completely new route approximately 2.7 miles long. He also mentioned that a new overbridge would be proposed at Stoke Road, and that the Greenway Lane junction with the A358 would be closed. The existing Ash Road junction with the A358 (at the Nag's Head pub) would remain open to provide access to residential properties near the A358, but Ash Road would be closed to the south of the residential properties. A new two-level junction with slip roads proposed at Mattock's Tree Green would be implemented to provide access to the A378, Henlade and Hatch Beauchamp and also connect to Ash Road</p> <p>PT introduced himself as the traffic modelling and economic appraisal lead and noted that he understood forum members wanted to understand the traffic impacts of the scheme. He noted that improvements would be made at junction 25, including a segregated left-turn lane from Taunton onto the northbound on-slip and widening the southbound on-slip from 3 to 4 lanes. These improvements would help meet future forecasting demands, and that the performance of the junction would be comparable to that which currently exists (with the recent SCC upgrade works in place). At the Nexus 25 roundabout, he noted that the A358 would form a new fourth approach arm and improvement and upgrade works to the Nexus 25 roundabout and its existing 3 approach arms would be required.</p> <p>DL noted MG's comments in the call chat regarding cycling provisions and confirmed that questions would be taken away and discussion on this would take place at the WCH forum.</p> <p>AF joined the call and introduced herself to the event and asked if users would be able to access Ash Road by using two roundabouts as part of the scheme. MK responded and</p>	
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## A358 Taunton to Southfields Scheme

<p>confirmed that access to Ash Road would be via the two roundabouts and the link road over the new A358.</p> <p>DL confirmed if AF was attending the WCH forum sessions and confirmed that questions relating to those topics would be discussed in those sessions.</p> <p>CS asked if the economic data being utilised to drive the route design was based on the 2012 economic impact report data? PT added that there was an economic appraisal that took place in 2019. DL asked if questions about specific data sources can be taken away and reviewed in more detail in the interest of accuracy.</p> <p>RL noted that he would like to know what data or studies the project team have undertaken to show that the traffic saturation issue on the M5 J25 will be fixed by this new route.</p> <p>PT confirmed that a solution would be provided within the upgrade proposals that would provide a ratio of flow to capacity (RFC) of 90% following delivery of proposed upgrades to J25 as part of the scheme. DL confirmed that this data would be made available once ready to publish.</p> <p><b>Slide 2 – Mattock’s Tree Green to Hatch Beauchamp</b></p> <p>MK provided an overview of the scheme between Mattock’s Tree Green and Hatch Beauchamp. He noted that this section followed the existing alignment of the A358, and that existing junctions on the A358 are proposed to be closed at Village Road, West Hatch Lane (west wide only as east side is already gated with no vehicular access) and the staggered junction arrangement at Bickenhall Lane. He noted that access to Somerset Progressive School and the Scout Camp would be from West Hatch Lane, and access across the route would be provided at the current Griffin Lane underbridge.</p> <p>PT noted that the operational modelling for the Mattock’s Tree Green junction had confirmed there would be sufficient capacity and limited congestion even during peak hours. He also confirmed that data about the forecasted impact on the</p>	
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## A358 Taunton to Southfields Scheme

<p>local road network was available and can be shared on the call if requested.</p> <p>DL responded to questions posed in the Teams chat related to the suitability of Griffin Lane and further access roads, to confirm that comments were being taken on board and that these would be taken away and updates provided by the next forum sessions once further surveys were completed.</p> <p>CS highlighted concerns that Griffin Lane is not an acceptable proposed access road. DL confirmed this will be added to the feedback about Griffin Lane and access to Hatch Beauchamp and that would be taken away and updated. CS added that she felt that proposed changes to this access road would negatively affect the daily life of local communities.</p> <p><b>Slide 3 – Hatch Beauchamp to Ashill</b></p> <p>MK then walked through the section from Hatch Beauchamp to Ashill. He noted that the route would follow the alignment of the existing A358, except for a short section at Capland where the proposed A358 route runs separately to the east of the existing A358. He noted that the existing junctions at Bickenhall Lane would be closed. He also noted that the existing A358 junctions at Village Road (South) and Staple Fitzpaine Road would be closed and replaced with a new link road and overbridge. This new link road and overbridge would connect to the short section of existing A358 near Capland (where the proposed A358 runs separately) which would be retained as a local road. This would subsequently connect to Ashill Road (the “Old A358” through Ashill) and the proposed Ashill junction further south. To the east of the route he noted that the existing A358 junctions at Capland Lane, Stewley Lane and Park Barn Lane would be closed. To the west of the route he noted that:</p> <ul style="list-style-type: none"> <li>• The existing A358 junction at Folly Drove would be retained, but this would be to the section of existing A358 retained and converted to a local road (not the new A358).</li> <li>• The two existing junctions with the A358 from the Ashill Road (the “Old A358 through Ashill) in the vicinity of Wood Road would be closed. The Wood Road junction on Ashill Road (“Old A358”) would be retained.</li> </ul>	
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## A358 Taunton to Southfields Scheme

<ul style="list-style-type: none"> <li>• The existing A358 junction at Park Barn Lane would be closed.</li> </ul> <p>He also noted that a new junction is proposed at Ashill which would provide access and connectivity from Ashill Road (the “Old A358”) to the west and Rapps Road to the east. Hatch Beauchamp would also be accessed from Ashill Junction with traffic travelling down the Ashill Road (“Old A358”) through to Village Road. He also noted that the proposed Kenny Link and Overbridge (connecting Stewley Lane to Ashill Road (“Old A358”)) shown in the preferred route had been removed and replaced with a link road to the east of the A358 between Stewley Lane and the proposed Ashill Junction / Park Barn Lane. Finally, he also noted that as part of the proposed Ashill Junction, improvements to Park Barn Lane and Copse Lane would be required.</p> <p>PT noted that traffic forecasting showed that new roundabouts were not needed at the end of the slip roads at Ashill Junction, and that the junction would not experience any congestion even at peak times.</p> <p>DL added that the team were aware of feedback on New Village Road and that this would be taken away and reviewed, with an update provided as the scheme progresses.</p> <p>CS asked for confirmation of a timeline on when updates to the route based on feedback would be provided. PC noted that we expect the outcome of reviews and assessments of junctions will be provided at the next Community Forum events in June.</p> <p>PC confirmed that the dualling scheme was being largely driven by traffic modelling that shows that the current single-carriageway A358 needed to be upgraded to allow for more traffic. CS raised the point that overall national car ownership was reducing and that the local area was under the national average for road traffic accidents, DL noted these comments.</p> <p><b>Slide 4 – Ashill to Southfields</b></p> <p>MK provided an overview of the Ashill to Southfields section of the route. He noted that a new two-level junction at Ashill</p>	
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## A358 Taunton to Southfields Scheme

	<p>with new slip roads was proposed for all traffic movements, which would allow users travelling from Ashill Road (“Old A358”) to connect to the A358 and travel across the A358. He also noted that junctions with the A358 at Broadway Street and Cad Road would be closed with additional capacity improvements at Southfields roundabout. He also noted that the Thickthorn Lane junction with the Ashill Road (“Old A358”) would be closed. He also noted that the route would follow the existing A358 alignment from Ashill to Southfields.</p> <p>PT noted that Southfields roundabout would include a segregated left-turn lane from the A358 eastbound to the A303 eastbound, which would reduce the amount of traffic that has to pass through the circulatory of the roundabout itself. He also noted that the A303 westbound approach to Southfields would be widened to 3 lanes to help cater for an increased right-turn demand onto the A358 dual carriageway. He also observed that additional improvements would be made to the A358 from Horton Cross, but that this would be limited to the immediate approach to the roundabout. He mentioned that operational modelling at the roundabout suggests that it would be able to operate at existing capacity with only minor delays at Southfields junction.</p> <p>DL confirmed that feedback has been received from Parishes in Horton and how their access to the A358 and Southfields Roundabout would be affected. She confirmed that this was being assessed by the project team and an update provided.</p> <p>RL referred back to the previous discussion regarding the technical appraisal report and traffic levels at the M5 junction 25. He provided the room with the specific document reference and PT confirmed that he would take this away to review further.</p>	
<p><b>21.</b></p>	<p><b>Thank you and further questions:</b></p> <p>DL thanked forum members and provided an additional update that the environmental teams were still conducting surveys whilst the design team developed the final design.</p>	

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## A358 Taunton to Southfields Scheme

	RM provided closing remarks with an overview of Highways Englands' notes on the scheme.	
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<b>Title:</b>	<b>A358 Taunton to Southfields Scheme – Community Forum Meeting 2 Session 5</b>		
<b>Date:</b>	13 May 2021	<b>Time:</b>	12:30 13:30
		<b>Location:</b>	Microsoft Teams
<b>Forum members:</b>	<b>Highways England:</b> <b>Somerset County Council</b> <b>Somerset West and Taunton Council</b> <b>South Somerset District Council</b> <b>West Monkton Parish Council</b> <b>Forestry Commission</b> <b>Engagement Lead for Hatch &amp; Blackdown, Creech St. Michael, North Curry &amp; Ruishton and West Monkton and Cheddon Fitzpaine</b>		
<b>Chair:</b>	Highways England		
<b>Circulation:</b>	Those present.		
<b>Meeting objective(s):</b>	To discuss the proposed route for the A358.		

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No.	Item	Actions
22.	<b>Welcome and safety moment</b>  DL (Deborah Lawrence) introduced the meeting and ran through housekeeping for the session. Forum members were then welcomed to introduce themselves. RM ran through the Highways England safety moment, which focussed on how to adjust to exiting lockdown.	
23.	<b>Agenda</b>  DL outlined the agenda, noting that the meeting would focus specifically on junctions and access, with feedback noted throughout. She noted that forum members were likely to be already aware of certain aspects of the scheme, and that Highways England wanted to understand forum members'	

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## A358 Taunton to Southfields Scheme

	thoughts following their response to the Planning Inspectorate scoping report.	
<b>24.</b>	<p><b>Design Update</b></p> <p>SV introduced himself and indicated how the session would differ from the last Community Forum. He noted that the project was in preliminary design stage, where the route would be developed further in advance of public consultation in Autumn 2021 and the planning application for the Development Consent Order in 2022. He noted that, although the location of the route and corridor was fixed, changes and refinements could be made particularly in relation to connectivity and access to local side roads. He noted that they were actively listening to local community and stakeholder concerns as part of this. He noted, however, that Highways England had to consider constraints around budget and safety, particularly around standards towards modifications of existing junctions and access points.</p>	
<b>25.</b>	<p><b>What you told us</b></p> <p>PT introduced himself and noted that he wanted to illustrate what the core issues were around the development of this scheme: Local Access, crossing the A358, Traffic capacity and a potential increase in traffic in communities.</p>	
<b>26.</b>	<p><b>Overview of Programme</b></p> <p>DL provided a recap of the programme of engagement for the series of Community Forums and the potential to review provisional dates in line with the lifting of Covid-19 restrictions. She noted that forum members would be welcome to attend an upcoming walking, cycling and horse riding (including disabled users) Forum towards the end of May.</p>	
<b>27.</b>	<p><b>A358 Taunton to Southfields Dualling Scheme – Scheme Overview</b></p> <p>DL discussed the format of this section where MK would provide an overview of a section and open the room to feedback. MK introduced himself as the Infrastructure Lead for the project and provided a recap of the scheme. He noted that there had been interest from the first Community Forum about how the scheme would affect access. He observed</p>	

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## A358 Taunton to Southfields Scheme

<p>that the three main junctions of interest were the Nexus roundabout, junction 25 roundabout and the Southfields roundabout, and that there would be additional improvements to cater for the rise in traffic. He walked through the route shared on the screen, noting the new split-level junctions with split-road junctions at Mattock's Tree Green and Ashill junction designed to provide safer access across the A358. He noted that three crosslinks were also proposed at Stoke Road, Griffin Lane (retained as existing) and Village Road, and that a new route between Stewley Lane and Park Barn Lane was proposed. He noted that the route was still being developed and that forum members' feedback would be welcomed.</p> <p><b>Slide 1 – M5 J25 to Mattock's Tree Green</b></p> <p>MK provided an overview of the route from junction 25 M5 to Mattock's Tree Green. Junction 25 is proposed to have a segregated left turn lane from the A358 Toneway to the northbound on-slip and an additional lane added to the southbound off-slip (from 3 to 4 lanes). The Nexus 25 roundabout would be improved to accommodate the rise in traffic. He also noted that the dual carriageway in this section would follow a completely new route approximately 2.7 miles long. He also mentioned that a new overbridge would be proposed at Stoke Road, and that the Greenway Lane junction with the A358 would be closed. The existing Ash Road junction with the A358 (at the Nag's Head pub) would remain open to provide access to residential properties near the A358, but Ash Road would be closed to the south of the residential properties. A new two-level junction with slip roads proposed at Mattock's Tree Green would be implemented to provide access to the A378, Henlade and Hatch Beauchamp and also connect to Ash Road</p> <p>PT introduced himself as the traffic modelling and economic appraisal lead and noted that he understood forum members wanted to understand the traffic impacts of the scheme. He noted that improvements would be made at junction 25, including a segregated left-turn lane from Taunton onto the northbound on-slip and widening the southbound on-slip from 3 to 4 lanes. These improvements would help meet future forecasting demands, and that the performance of the junction would be comparable to that which currently exists (with the recent SCC upgrade works in place). At the Nexus</p>	
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## A358 Taunton to Southfields Scheme

<p>25 roundabout, he noted that the A358 would form a new fourth approach arm and improvement and upgrade works to the Nexus 25 roundabout and its existing 3 approach arms would be required.</p> <p>DL noted that much of the feedback they had received on this section of the route had focussed on walking, cycling and horse-riding, as well as the local surrounding road network.</p> <p>SW noted that Mattock’s Tree Green was on top of a hill and typically saw high volumes of traffic from Henlade, and asked whether the proposed junction would be able to account for this fact. She also asked whether there was any conflict of interest between Taylor Wimpey and Taylor Woodrow. DL noted that they were completely separate organisations so this did not apply. MK discussed that Highways England were aware of local road closures and would be open to reviewing the design further based on information the local council were able to provide. He noted that the new A358 route would be elevated above the existing ground near the Nexus Roundabout and would then go into a cutting under Stoke Road and also in a cutting through the Mattock’s Tree Green junction. This would mean at Mattock’s Tree Green Junction, the new A358 would be lower than the surrounding ground level and there would be a new link road over the new A358 which also connects Ash Road to the A378 (via two roundabouts). SW acknowledged that this made sense. SW noted that the lane she had been referring to was near Henlade and passed through the golf driving lane, and that this was often used by users looking to avoid junction 25. PC confirmed that this route was Haydon Lane, and that this road would remain along with Stoke Road being maintained. SW voiced disquiet that this “rat run” via Haydon Lane would still be accessible with the new scheme, with PC noting that they were trying to encourage increased use of the new route with improvements made. SW thanked PC.</p> <p><b>Slide 2 – Mattock’s Tree Green to Hatch Beauchamp</b></p> <p>MK provided an overview of the scheme between Mattock’s Tree Green and Hatch Beauchamp. He noted that this section followed the existing alignment of the A358, and that existing junctions on the A358 are proposed to be closed at</p>	
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## A358 Taunton to Southfields Scheme

<p>Village Road, West Hatch Lane (west wide only as east side is already gated with no vehicular access) and the staggered junction arrangement at Bickenhall Lane. He noted that access to Somerset Progressive School and the Scout Camp would be from West Hatch Lane, and access across the route would be provided at the current Griffin Lane underbridge.</p> <p>PT noted that the operational modelling for the two roundabouts that formed a central part of the Mattock’s’ Tree Green junction confirmed there would be sufficient capacity and no delays of note even during peak hours. He noted that he would be able to share data on forecast impact of the scheme on the surrounding local road network.</p> <p>DL reinforced that a lot of feedback had come through about this section of the route, particularly around access to the Somerset Progressive School, the feasibility of Griffin Lane and the overall impact to Ash Road.</p> <p>JB noted that there was a potential loss for woodland because of the expansion of the carriageway and wanted to understand the mitigation measures Highways England were taking. PC noted that the Environmental Team were currently undertaking surveys and were soon to release their environmental statement which would be released at statutory consultation. He noted that a separate meeting could be held with JB to go through this further.</p> <p><b>Slide 3 – Hatch Beauchamp to Ashill</b></p> <p>MK then walked through the section from Hatch Beauchamp to Ashill. He noted that the route would follow the alignment of the existing A358, except for a short section at Capland where the proposed A358 route runs separately to the east of the existing A358. He noted that the existing junctions at Bickenhall Lane would be closed. He also noted that the existing A358 junctions at Village Road (South) and Staple Fitzpaine Road would be closed and replaced with a new link road and overbridge. This new link road and overbridge would connect to the short section of existing A358 near Capland (where the proposed A358 runs separately) which would be retained as a local road. This would subsequently connect to Ashill Road (the “Old A358” through Ashill) and</p>	
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## A358 Taunton to Southfields Scheme

<p>the proposed Ashill junction further south. To the east of the route he noted that the existing A358 junctions at Capland Lane, Stewley Lane and Park Barn Lane would be closed. To the west of the route he noted that:</p> <ul style="list-style-type: none"> <li>• The existing A358 junction at Folly Drove would be retained, but this would be to the section of existing A358 retained and converted to a local road (not the new A358).</li> <li>• The two existing junctions with the A358 from the Ashill Road (the “Old A358 through Ashill) in the vicinity of Wood Road would be closed. The Wood Road junction on Ashill Road (“Old A358”) would be retained.</li> <li>• The existing A358 junction at Park Barn Lane would be closed.</li> </ul> <p>He also noted that a new junction is proposed at Ashill which would provide access and connectivity from Ashill Road (the “Old A358”) to the west and Rapps Road to the east. Hatch Beauchamp would also be accessed from Ashill Junction with traffic travelling down the Ashill Road (“Old A358”) through to Village Road. He also noted that the proposed Kenny Link and Overbridge (connecting Stewley Lane to Ashill Road (“Old A358”)) shown in the preferred route had been removed and replaced with a link road to the east of the A358 between Stewley Lane and the proposed Ashill Junction / Park Barn Lane. Finally, he also noted that as part of the proposed Ashill Junction, improvements to Park Barn Lane and Copse Lane would be required.</p> <p>PT noted that traffic forecasting showed that new roundabouts were not needed at the end of the slip roads at Ashill Junction, and that the junction would not experience any congestion even at peak times.</p> <p>DL noted that feedback on this section had been received on the link between Stewley Lane and Park Barn Lane, and that the design team were reviewing this ahead of confirmation of the final design.</p> <p><b>Slide 4 – Ashill to Southfields</b></p> <p>MK provided an overview of the Ashill to Southfields section of the route. He noted that a new two-level junction at Ashill with new slip roads was proposed for all traffic movements, which would allow users travelling from Ashill Road (“Old</p>	
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# Minutes

## A358 Taunton to Southfields Scheme

	<p>A358”) to connect to the A358 and travel across the A358. He also noted that junctions with the A358 at Broadway Street and Cad Road would be closed with additional capacity improvements at Southfields roundabout. He also noted that the Thickthorn Lane junction with the Ashill Road (“Old A358”) would be closed. He also noted that the route would follow the existing A358 alignment from Ashill to Southfields.</p> <p>PT noted that Southfields roundabout would include a segregated left-turn lane from the A358 eastbound to the A303 eastbound, which would reduce the amount of traffic that has to pass through the circulatory of the roundabout itself. He also noted that the A303 westbound approach to Southfields would be widened to 3 lanes to help cater for an increased right-turn demand onto the A358 dual carriageway. He also observed that additional improvements would be made to the A358 from Horton Cross, but that this would be limited to the immediate approach to the roundabout. He mentioned that operational modelling at the roundabout suggests that it would be able to operate at existing capacity with only minor delays at Southfields junction.</p> <p>DL noted that feedback had been mixed at this section of the scheme, particularly around the roundabout at Southfields roundabout and the impact on the local road network surrounding Horton. She provided an additional update that the environmental teams were still conducting surveys whilst the design team developed the preliminary design.</p>	
<p><b>28.</b></p>	<p><b>Thank you and further questions:</b></p> <p>DL thanked forum members and provided an additional update that the environmental teams were still conducting surveys whilst the design team developed the final design.</p> <p>RM provided an overview of Highways Englands’ notes on the scheme.</p> <p>SW noted that the Southfields roundabout had issues with traffic entering eastbound from the A358 onto the Ilminster bypass, and noted that the design team needed to be careful</p>	

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<p>to avoid additional tailbacks and mitigate the impact of traffic entering from from the A358 eastbound direction. She also observed that the existing Ilminster bypass had historically cut off a lot of the local road network, and that provisions should be made so that fast-moving traffic could enter at a junction that was wide enough.</p> <p>PT noted that the segregated left turn lane he previously mentioned would facilitate traffic coming eastbound from the A358 heading east towards the Ilminster bypass, and that having a segregated left-turn lane provided a free-flow opportunity for traffic to be able to make left-turn manoeuvres without having to give-way.</p> <p>SW also noted that consideration ought to be paid to traffic coming from the South West (A303 eastbound), where users have to consider traffic coming out of Ilminster and that going onto the A358. PT noted that current operational modelling had shown that the segregated left-turn lane and additional approach arms would be able to accommodate a rise in traffic. He also noted that the traffic modelling team reviewed all the approach arms and that they were all forecast to operate at practical capacity. He confirmed that her point on traffic entering from Ilminster and the A303 had been recorded and offered to provide a further written response on this matter.</p> <p>SW mentioned that the left-turn lane heading from the A358 eastbound towards the A303 eastbound was a good option, as the existing roundabout does not allow for adequate merging, especially from traffic entering the A303 from the existing A358. PT noted that, as part of their reviews, the design team will also be looking at the option of spiral markings on the roundabout circulatory to help lead drivers to their required exit.</p> <p>RM provided closing remarks of the points raised in the meeting.</p>	
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## A358 Taunton to Southfields Scheme

<b>Title:</b>	<b>A358 Taunton to Southfields Scheme – Community Forum Meeting 2 Session 6</b>		
<b>Date:</b>	14 May 2021	<b>Time:</b>	12:30 13:30
		<b>Location:</b>	Microsoft Teams
<b>Forum members:</b>	<b>Highways England</b> <b>South Somerset Bridleways Association</b> <b>Ruishton &amp; Thornfalcon Parish Council</b> <b>Lower Henlade &amp; Stoke Road Resident’s Association</b> <b>Blackdown Hills Area of Outstanding Natural Beauty</b> <b>Horton Parish Council</b>		
<b>Chair:</b>	Highways England		
<b>Circulation:</b>	Those present.		
<b>Meeting objective(s):</b>	To discuss the proposed route for the A358.		

No.	Item	Actions
29.	<p><b>Welcome and safety moment</b></p> <p>DL introduced the meeting and ran through housekeeping for the session. Forum members were then welcomed to introduce themselves. CC ran through the Highways England safety moment, which focussed on how to adjust to exiting lockdown.</p>	
30.	<p><b>Agenda</b></p> <p>DL outlined the agenda, noting that the meeting would focus specifically on junctions and access, with feedback noted throughout. She noted that forum members were likely to be already aware of certain aspects of the scheme, and that Highways England wanted to understand forum members’ thoughts following their response to the Planning Inspectorate scoping report.</p>	
31.	<p><b>Design Update</b></p> <p>SV introduced himself and indicated how the session would differ from the last Community Forum. He noted that the project was in preliminary design stage, where the route would be developed further in advance of public consultation in Autumn 2021 and the planning application for the</p>	

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	<p>Development Consent Order in 2022. He noted that, although the location of the route and corridor was fixed, changes and refinements could be made particularly in relation to connectivity and access to local side roads. He noted that they were actively listening to local community and stakeholder concerns as part of this. He noted, however, that Highways England had to consider constraints around budget and safety, particularly around standards towards modifications of existing junctions and access points.</p>	
<b>32.</b>	<p><b>What you told us</b></p> <p>PT introduced himself and noted that he wanted to illustrate what the core issues were around the development of this scheme: local access, crossing the A358, traffic capacity and a potential increase in traffic in communities.</p>	
<b>33.</b>	<p><b>Overview of Programme</b></p> <p>DL provided a recap of the programme of engagement for the series of Community Forums and the potential to review provisional dates in line with the lifting of Covid-19 restrictions. She noted that forum members would be welcome to attend an upcoming walking, cycling and horse riding (including disabled users) Forum towards the end of May.</p>	
<b>34.</b>	<p><b>A358 Taunton to Southfields Dualling Scheme – Scheme Overview</b></p> <p>DL discussed the format of this section where MK would provide an overview of a section and open the room to feedback. MK introduced himself as the Infrastructure Lead for the project and provided a recap of the scheme. He noted that there had been interest from the first Community Forum about how the scheme would affect access. He observed that the three main junctions of interest were the Nexus roundabout, junction 25 roundabout and the Southfields roundabout, and that there would be additional improvements to cater for the rise in traffic. He walked through the route shared on the screen, noting the new split-level junctions with split-road junctions at Mattock’s Tree Green and Ashill junction designed to provide safer access across the A358. He noted that three crosslinks were also</p>	

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<p>proposed at Stoke Road, Griffin Lane (retained as existing) and Village Road, and that a new route between Stewley Lane and Park Barn Lane was proposed. He noted that the route was still being developed and that forum members' feedback would be welcomed.</p> <p><b>Slide 1 – M5 J25 to Mattock's Tree Green</b></p> <p>MK provided an overview of the route from junction 25 M5 to Mattock's Tree Green. Junction 25 is proposed to have a segregated left turn lane from the A358 Toneway to the northbound on-slip and an additional lane added to the southbound off-slip (from 3 to 4 lanes). The Nexus 25 roundabout would be improved to accommodate the rise in traffic. He also noted that the dual carriageway in this section would follow a completely new route approximately 2.7 miles long. He also mentioned that a new overbridge would be proposed at Stoke Road, and that the Greenway Lane junction with the A358 would be closed. The existing Ash Road junction with the A358 (at the Nag's Head pub) would remain open to provide access to residential properties near the A358, but Ash Road would be closed to the south of the residential properties. A new two-level junction with slip roads proposed at Mattock's Tree Green would be implemented to provide access to the A378, Henlade and Hatch Beauchamp and also connect to Ash Road</p> <p>PT introduced himself as the traffic modelling and economic appraisal lead and noted that he understood forum members wanted to understand the traffic impacts of the scheme. He noted that improvements would be made at junction 25, including a segregated left-turn lane from Taunton onto the northbound on-slip and widening the southbound on-slip from 3 to 4 lanes. These improvements would help meet future forecasting demands, and that the performance of the junction would be comparable to that which currently exists (with the recent SCC upgrade works in place). At the Nexus 25 roundabout, he noted that the A358 would form a new fourth approach arm and improvement and upgrade works to the Nexus 25 roundabout and its existing 3 approach arms would be required.</p> <p>DL added that feedback to date about this particular section of the route had been mixed and focused on various</p>	
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<p>junctions and connections. She confirmed that this feedback, as well as comments received during this session would be reviewed by the design team.</p> <p>MM confirmed that the parish council are interested in the detail around Stoke Road, Nexus roundabout and junction 25, and that they would like to receive the traffic data that PT had offered to supply, as well as the detail around Mattock's Tree Green. He noted that a separate meeting between the parish council and project team would be useful to understand more about the design. DL confirmed that further surveys were ongoing and that more detailed information about this part of the route would be presented at the next forum events in June. DL also noted that a one-to-one meeting would also be arranged in the future.</p> <p><b>Slide 2 – Mattock's Tree Green to Hatch Beauchamp</b></p> <p>MK provided an overview of the scheme between Mattock's Tree Green and Hatch Beauchamp. He noted that this section followed the existing alignment of the A358, and that existing junctions on the A358 are proposed to be closed at Village Road, West Hatch Lane (west wide only as east side is already gated with no vehicular access) and the staggered junction arrangement at Bickenhall Lane. He noted that access to Somerset Progressive School and the Scout Camp would be from West Hatch Lane, and access across the route would be provided at the current Griffin Lane underbridge.</p> <p>PT noted that the operational modelling for the Mattock's Tree Green junction had confirmed there would be sufficient capacity and limited congestion even during peak hours. He noted that feedback had been given during and outside of previous forum sessions that forum members would like more information about how the scheme will affect traffic on the local road network, and that this can be discussed in more detail on this call.</p> <p>DL confirmed that the team had received feedback about access to sites along this section of the route such as the Somerset Progressive School and the Scout Camp, as well as the viability of Griffin Lane as an alternative route. She added that there had also been feedback from</p>	
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<p>representatives from Hatch Beauchamp and the impact on the closure of Village Road.</p> <p><b>Slide 3 – Hatch Beauchamp to Ashill</b></p> <p>MK then walked through the section from Hatch Beauchamp to Ashill. He noted that the route would follow the alignment of the existing A358, except for a short section at Capland where the proposed A358 route runs separately to the east of the existing A358. He noted that the existing junctions at Bickenhall Lane would be closed. He also noted that the existing A358 junctions at Village Road (South) and Staple Fitzpaine Road would be closed and replaced with a new link road and overbridge. This new link road and overbridge would connect to the short section of existing A358 near Capland (where the proposed A358 runs separately) which would be retained as a local road. This would subsequently connect to Ashill Road (the “Old A358” through Ashill) and the proposed Ashill junction further south. To the east of the route he noted that the existing A358 junctions at Capland Lane, Stewley Lane and Park Barn Lane would be closed. To the west of the route he noted that:</p> <ul style="list-style-type: none"> <li>• The existing A358 junction at Folly Drove would be retained, but this would be to the section of existing A358 retained and converted to a local road (not the new A358).</li> <li>• The two existing junctions with the A358 from the Ashill Road (the “Old A358 through Ashill) in the vicinity of Wood Road would be closed. The Wood Road junction on Ashill Road (“Old A358”) would be retained.</li> <li>• The existing A358 junction at Park Barn Lane would be closed.</li> </ul> <p>He also noted that a new junction is proposed at Ashill which would provide access and connectivity from Ashill Road (the “Old A358”) to the west and Rapps Road to the east. Hatch Beauchamp would also be accessed from Ashill Junction with traffic travelling down the Ashill Road (“Old A358”) through to Village Road. He also noted that the proposed Kenny Link and Overbridge (connecting Stewley Lane to Ashill Road (“Old A358”)) shown in the preferred route had been removed and replaced with a link road to the east of the A358 between Stewley Lane and the proposed Ashill Junction / Park Barn Lane. Finally, he also noted that as part</p>	
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<p>of the proposed Ashill Junction, improvements to Park Barn Lane and Cope Lane would be required.</p> <p>PT noted that traffic forecasting showed that new roundabouts were not needed at the end of the slip roads at Ashill Junction, and that the junction would not experience any congestion even at peak times.</p> <p>DL ran through the feedback on this section of the route to date, including connection to the A358 from Hatch Beauchamp and confirmed that the team were looking into this feedback. She added that there has been limited feedback from other villages at present regarding accesses in this particular part of the route.</p> <p>JL asked for further explanation of the access arrangement to the A358 from Wood Road. MK confirmed that the current existing arrangement will remain, in that Wood Road forms a junction with Ashill Road and this will remain open. However Ashill Road will only access the A358 at the new Ashill junction (i.e. the existing access to the A358 from Ashill Road near Wood Road will be closed). JL added that a number of villages such a Horton, Wood and Ashill use Wood Road at present to access the A358 and that there were concerns about an increase in traffic through Ashill.</p> <p>LV asked for an indication of what how feedback was being recorded and what actions would be taken from these comments. SV responded by confirming that the route design was evolving and that feedback from both during the forum sessions and outside of these were being reviewed in more detail by the design team, which includes noting key points of concern and identifying if any changes can be made to the design to respond to this, within the previously mentioned safety and financial constraints. He added that the team expect to be able to provide a further design update during the next round of forum sessions in June. DL added that feedback was being recorded and reviewed and will be taken on board as the design is progressed.</p> <p>LT asked about the overbridge at Village Road and the access to Hatch Beauchamp and noted that many people</p>	
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<p>use the existing Village Road junction to travel towards Taunton. DL confirmed that, as it stands, the existing Village Road junction would be closed and the overbridge would take users onto the Ashill Road towards Ashill where road users will then have to use the proposed Ashill junction to then travel on the A358 towards Taunton. DL confirmed that the project team had received a lot of feedback about this section of the route and the access to and from Hatch Beauchamp, and that this feedback would be reviewed by the design team. She also added that it would be helpful for LT to attend the walking, cycling and horse riding (WCH) sessions next week and that the project team would arrange for an invite to be sent.</p> <p>JL noted that this section of the route is crucial as it impacts a large number of communities along the route and their access to the M5 via the A358, and that she had concerns about the current design potentially putting a lot of pressure on the local road network. DL confirmed that the team had received feedback from other sessions on this part of the route, and that these comments have been taken on board and will help to develop the design.</p> <p><b>Slide 4 – Ashill to Southfields</b></p> <p>MK provided an overview of the Ashill to Southfields section of the route. He noted that a new two-level junction at Ashill with new slip roads was proposed for all traffic movements, which would allow users travelling from Ashill Road (“Old A358”) to connect to the A358 and travel across the A358. He also noted that junctions with the A358 at Broadway Street and Cad Road would be closed with additional capacity improvements at Southfields roundabout. He also noted that the Thickthorn Lane junction with the Ashill Road (“Old A358”) would be closed. He also noted that the route would follow the existing A358 alignment from Ashill to Southfields.</p> <p>PT noted that Southfields roundabout would include a segregated left-turn lane from the A358 eastbound to the A303 eastbound, which would reduce the amount of traffic that has to pass through the circulatory of the roundabout itself. He also noted that the A303 westbound approach to Southfields would be widened to 3 lanes to help cater for an increased right-turn demand onto the A358 dual</p>	
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	<p>carriageway. He also observed that additional improvements would be made to the A358 from Horton Cross, but that this would be limited to the immediate approach to the roundabout. He mentioned that operational modelling at the roundabout suggests that it would be able to operate at existing capacity with only minor delays at Southfields junction.</p> <p>DL confirmed that there had been a lot of feedback on this part of the route and the Southfields roundabout, particularly regarding the proposed upgrades to the roundabout and connections to the A358 and A303. PT added that part of the proposed upgrades to the roundabout include possible introduction of spiral road markings which help users to navigate the roundabout and lead them to exits. DL added that comments had also been received regarding rat running through Horton and Horton Cross as a result of delays at Southfields roundabout and that this was being reviewed by the design team.</p> <p>JL raised concerns about how communities around Horton and Broadway would be able to access the areas of employment around Ilton and the neighbouring business parks. She noted that the current layout illustrated a very difficult route to Ilton from those communities as they have to travel North to Ashill to then return back down towards Ilton. DL acknowledged this concern and added that similar feedback had also been received in previous forums which will be reviewed.</p> <p>SB asked if Copse Lane was being upgraded as a route as part of these proposals. MK confirmed that Copse Lane is being moved to protect the area of sensitive woodland that is adjacent the road. SB clarified that her question referred to the legal status of Copse Lane. SV clarified that any changes to the status of Copse Lane will be proposed as part of the Development Consent Order (DCO) so that it can be used for road traffic.</p> <p>SB also asked when the red line detail for the route design would be available. SV confirmed that the scoping report that is currently available does show the red line in its current stage, however the formal red line boundary will not be confirmed until the DCO application is submitted.</p>	
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<b>35.</b>	<p><b>Thank you and further questions:</b></p> <p>CC provided closing remarks with an overview of Highways Englands' notes from this meeting.</p> <p>MM added that he would like confirmation of traffic estimates on the A358 through Henlade after the Henlade bypass goes through. As well as information on what action will be taken to make sure that traffic from both Mattock's Tree Hill and Taunton uses the new A358 and not the pre-existing local road network through Henlade.</p> <p>JL noted that she was concerned about how a lack of access to the A358 from the Wood area and other villages along the route would result increased pressure on the local road network for users travelling to and from Taunton.</p> <p>DL thanked forum members and closed the meeting.</p>	