

A350 Melksham Improvement Scheme

Webinar questions and responses – July 2021

	Question	Response
	Pre-webinar on 06/07/21	
1	Why has the route changed so much - between the first and second consultation?	<p>The routes in the first consultation were shown as broad corridors and these have been refined following further design work and taking into account the initial consultation responses.</p> <p>The emerging route is at the eastern edge of the corridor previously shown for Option 10c.</p>
2	Have Wiltshire Council engaged with Lacock Parish Council and the National Trust to consider the visual and the impact of road noise on Lacock Village?	<p>The purpose of this consultation is to seek views on the more detailed proposals, and this will include seeking to obtain the views of the National Trust and Lacock Parish Council.</p>
3	Will there be provisions for new developments either commercial or residential adjoining the bypass	<p>The scheme is an improvement to the Major Road Network. It does not include or require the construction of houses or other developments.</p> <p>The Wiltshire Local Plan Review was the subject of a separate consultation held between January – March 2021 on the requirement for new homes at Melksham and Bowerhill for the plan period 2016 – 2036 and this will establish future development proposals and opportunities.</p>
4	Why is this even necessary to save a couple of minutes driving time given the massive detrimental impact outlined in our own impact study?	<p>Journey time reliability and reduced journey times on the A350 are important to the businesses and communities in the A350 corridor. Congestion and delays cause increases in vehicle operating costs, fuel costs, safety and pollution that will add up to considerable sums over future years. Reducing these could make the scheme a good investment in the longer term.</p>

		<p>The benefits and disbenefits will be considered as part of the planning application process and the associated assessment work to be carried out as part of the next stage of the scheme development.</p>
5	<p>What guarantees can you make that there will be any social, economic or environmental benefits to residents from this scheme?</p>	<p>Reducing the traffic on the existing road could provide the opportunities for social, economic and environmental benefits, especially in terms of walking and cycling and access to the railway station.</p> <p>In order to maximise the potential benefits, the consultation is seeking views on other measures that could be introduced to complement the bypass proposals.</p>
6	<p>Can you show the data for public support for this scheme?</p>	<p>The results of the first consultation are included on the scheme's webpage on the Wiltshire Council website with the legacy documents.</p> <p>https://www.wiltshire.gov.uk/article/3146/A350-Melksham-bypass</p>
7	<p>Why have you decided to take the bypass so far north and east? What is the justification for including so much green space inside the bypass?</p>	<p>There are various constraints along the route corridor including properties, archaeological sites, and wildlife areas. The route has been developed to reduce the adverse impact on these as much as possible.</p>
8	<p>How does building this bypass align with the government's CO2 emissions targets?</p>	<p>The impact of the scheme would be considered in the light of emerging policies and strategies at Government and local level.</p> <p>The reduced traffic congestion, better facilities for active travel, and improved road safety would be expected to reduce energy consumption as a result of the scheme. This will be assessed as part of the scheme appraisal process.</p> <p>There would be scope for the use of energy efficient plant, materials and processes to reduce the carbon footprint of the construction stage of the scheme.</p>

9	Is knocking three minutes off a journey time a good use of public money?	Congestion and delays cause increases in vehicle operating costs, fuel costs, safety and pollution that will add up to considerable sums over future years. Reducing these could make the scheme a good investment in the longer term.
10	How can you justify decimating prime agricultural land and bountiful hedgerows full of diverse wildlife?	<p>The proposed route has been developed to minimise impacts on residential, commercial, and agricultural uses, and hedgerows as far as possible.</p> <p>A Preliminary Environmental Assessment Report (PEAR) is currently being prepared which will assess the potential impacts of the scheme on agricultural land and hedgerows and consider what mitigation and enhancement opportunities would be available, including relocating and replanting hedgerows, and creating new wildlife habitats.</p>
11	Why is the proposed route going through a floodplain?	<p>The requirement to cross watercourses cannot be avoided, but the emerging design seeks to minimise impacts on floodplains.</p> <p>All river and watercourse crossings would need to be designed so as not to increase flood risk and would include an allowance for predicted climate change. It is likely that substantial bridges would be required at river crossings and where the route crosses floodplains.</p>
12	Why have we not been contacted by the council when the proposed route will destroy our business?	<p>The Council has been in contact with many of the landowners and would be pleased to discuss the scheme with affected landowners and businesses. Please contact us at: MajorHighwayProjects@Wiltshire.gov.uk</p> <p>You can also sign up to the scheme mailing list on the webpage in order to be kept informed about the scheme.</p>
13	Why has the road been routed so far to the east? This makes the new road longer and increases the	There are various constraints along the route corridor including properties, archaeological sites, wildlife areas and the route has been developed to reduce the adverse impact on these as much as possible.

	<p>impact on the hamlet of Redstocks which will be virtually parallel to the road.</p>	<p>Where the route does go close to properties or other features it would be possible for landscaping, planting and other measures to be included. The consultation provides the opportunity for you to advise us of areas of particular concern.</p>
14	<p>What about the impact on traffic flow and noise in Lacock and the surrounding area, including Bowden Hill and Bewley Lane?</p>	<p>The impact on traffic flows on minor roads and the noise impacts will be considered in more detail as part of the scheme development. Initial indications are that there is potential for the bypass to attract traffic off unsuitable local roads.</p> <p>The consultation provides the opportunity for local residents to indicate which roads are considered to have particular issues.</p>
15	<p>Can helicopter signage and low lighting be considered for our operation?</p>	<p>This is a detailed design matter which will be considered as the scheme progresses. Signage could be provided if appropriate.</p>
16	<p>I am still awaiting answers to the questions I submitted to the Melksham Area Board that I was promised would be answered in full and in writing.</p>	<p>Answers to the advanced questions submitted at the Melksham Area Board are included with the agenda for that meeting on the Council's website.</p>
17	<p>The emerging option appears to be 10c. Please explain how you came to this decision, what factors you took into account, how you eliminated the other 16 options, and whether members of the public and/or organisations helped you to arrive at this decision?</p>	<p>There has been a logical, sequential and progressive process to sift route options.</p> <p>A range of factors were taken into account including how the route performed against the key objective for the scheme, cost, benefits, design factors, deliverability, environment, consultation responses, and public views.</p> <p>Stakeholder and public input has been considered and has formed part of the route choice selection process.</p>

		<p>Please refer to the consultation information on the webpage which provides information regarding why options were discounted and the Options Assessment Report for more detailed information on route choice.</p>
18	<p>Why have I never been contacted even though the road ploughs through acres of my land?</p>	<p>The Council has been in contact with many of the landowners and would be pleased to discuss the scheme with affected landowners and businesses. Please contact us at: MajorHighwayProjects@Wiltshire.gov.uk</p> <p>You can also sign up to the scheme mailing list on the webpage in order to be kept informed about the scheme.</p>
19	<p>Have you thought about green issues? Wild areas, wildlife, wild animals (including birds).</p>	<p>Yes. The environment is a key consideration for the scheme, and an Environmental Impact assessment will be undertaken.</p> <p>The value of the countryside and access to it for the local communities was a key message from the first consultation.</p> <p>The scheme will include landscaping and mitigation measures and opportunities will be taken to enhance wildlife habitats where possible. Suggestions for such measures and improved access would be welcomed as part of the response to the consultation.</p>
20	<p>Have you considered challenging the government and not proceeding with more and more concentrated house building? More houses mean more cars and you will have to make more roads. Have you plans for more bus routes, car parks by bus stations, automated cars?</p>	<p>The Local Plan Review will be considering the need for future development and will consider housing need in the area.</p> <p>The Melksham Bypass scheme is an improvement to the Major Road Network. It does not include or require the construction of houses or other developments.</p>

21	<p>When are you going to contact the landowners that may be affected or are we supposed to keep an eye on Facebook? As someone who may be affected, I am outraged that I'm permanently left guessing how much this route is going to disrupt my life. I know this is still only a 'proposed' route, but would it be too much to ask for a site visit from a highway engineer, to fill me in on the possibilities?</p>	<p>The Council has been in contact with many of the landowners and would be pleased to discuss the scheme with affected landowners and businesses. Please contact us at: MajorHighwayProjects@Wiltshire.gov.uk</p> <p>You can also sign up to the scheme mailing list on the webpage in order to be kept informed about the scheme.</p>
22	<p>Why have you placed the bypass so far around?</p>	<p>There are various constraints along the route corridor including properties, archaeological sites, wildlife areas and the route has been developed to reduce the adverse impact on these as much as possible.</p>
23	<p>Are you planning to in-fill the land between the settlement area and the bypass road?</p>	<p>The scheme is an improvement to the Major Road Network. It does not include or require the construction of houses or other developments.</p> <p>The Wiltshire Local Plan Review was the subject of a separate consultation held between January – March 2021 on the requirement for new homes at Melksham and Bowerhill for the plan period 2016 – 2036, and that review will establish future development proposals and opportunities.</p>
24	<p>How does this fit in with any new government policy and schemes to reduce Carbon emissions and encourage more sustainable options for travel, surely this will encourage more singular vehicles on the road?</p>	<p>The impact of the scheme would be considered in the light of emerging policies and strategies at Government and local level.</p> <p>The reduced traffic congestion, better facilities for active travel, and improved road safety would be expected to reduce energy consumption as a result of the scheme. This will be assessed as part of the scheme appraisal process.</p>

		<p>There would be scope for the use of energy efficient plant, materials and processes to reduce the carbon footprint of the construction stage of the scheme.</p>
25	<p>Have you completed any further traffic study since the pandemic, regular vehicular travel is sure to have dropped and it is likely it will remain lower than when the original traffic studies were completed?</p>	<p>Traffic flows decreased considerably during the first lockdown but have since returned almost to previous levels in many places. Some longer-term changes, particularly as a result of some people home working, seem likely.</p> <p>The business case for the scheme will need to consider a range of traffic growth scenarios for both high and low growth. It is anticipated that the Government will revise future traffic and economic growth figures in view of recent events, and the scheme will be assessed on the basis of any revised Government predictions for future traffic.</p>
26	<p>Wouldn't funds be better spent looking into and improving sustainable forms of transportation?</p>	<p>The assessment of options indicated that walking, cycling and public transport would not meet the scheme strategic transport objectives on their own, especially in view of the needs of businesses and communities in west Wiltshire.</p> <p>However, the opportunity for improved walking and cycling facilities are being included as complementary measures and we have set out various thoughts on such measures.</p> <p>We would welcome thoughts and ideas for such improvements as part of this consultation.</p>
27	<p>What can landowners in the impacted area expect in terms of compensation?</p>	<p>Should the scheme proceed the Council would seek to obtain the necessary land by agreement. In some cases, the use of Compulsory Purchase Orders may be required, and the compensation and accommodation works would be negotiated or could be referred to the Lands Tribunal if necessary.</p>
28	<p>Why are you cutting into so much agricultural land?</p>	<p>The route has been developed to reduce as far as possible the impact on residential properties, environmental features and the floodplain.</p>

		<p>The impact on agricultural land will be considered in more detail as the design progresses and the opportunities to reduce the impact on farming operations will be considered, including underpasses or other access arrangements.</p>
29	<p>Have you completed valuations/ assessments on how this will impact agriculture in the area?</p>	<p>Assessments of impact on agricultural operations will be included in the assessment work being undertaken. The provision of underpasses or other measures may be possible to reduce severance.</p> <p>Information from landowners and occupiers would be appreciated in order to better understand the potential impact and how these could be mitigated, and we hope they will take the opportunity to contact us as part of this consultation.</p>
30	<p>Why is the bypass around Melksham still being considered when the real issue is Yarnbrook / Westbury?</p>	<p>There are proposals for road improvements at Yarnbrook as a result of proposed housing development.</p> <p>It may be possible to bid for funds to improve the A350 at Westbury, but this scheme would fall into a further round of government funding, which is unlikely to begin until 2025.</p>
31	<p>Is the route fixed?</p>	<p>We now have identified an emerging route, but it does not have a particular planning status at this stage. The details of the route and its alignment are not fixed yet and could be varied as a result of the response to the consultation and any additional information received.</p> <p>There may be an opportunity to safeguard the emerging route through the Local Plan Review as it develops.</p>
32	<p>I have seen a video of the proposed route on YouTube, posted in February. The later maps that I have seen are taking a very different route across</p>	<p>The February YouTube video was not produced by Wiltshire Council. We have produced a video showing the route which was the subject of a press release and publicity in July 2021.</p>

	Woodrow Road, which seems a lot more disruptive to local residents. Can you tell me the reason for this change?	The alignment at the Woodrow Road crossing has been refined. As the design work progressed it became evident that the best solution was to move the crossing out towards the east and avoid a direct connection between the bypass and Woodrow Road. A junction with Woodrow Road would encourage traffic from Melksham to use that route to access the bypass and the A350, increasing traffic on Woodrow Road.
33	What impact is the proposed route going to have to my right to the quiet enjoyment of my property	The impact on properties will vary according to location and will be considered as part of the Environmental Impact Assessment. If mitigation measures such as landscaping or other works would help reduce the impact on a particular property, please let us know through the current consultation. We are keen to know what concerns there are in order to be able to reduce the potential adverse impacts of the proposals.
34	The proposed route will come very close to Tan House Farmhouse, 16 th Century, Grade 2 listed. Is there still an opportunity to move the route slightly more to the west?	The route is not fixed and could be varied in order to reduce significant adverse impacts or to address particular issues. We are keen to know as part of this consultation what concerns there are in order to be able to reduce the potential adverse impacts of the proposals.
35	How wide is the route going to be and what's the width of land that would be required?	The current design approach allows for the construction of a single carriageway but it could include land to future proof for potential dualling at some stage. This was the same strategy that was adopted on the Chippenham and Semington Bypass schemes. The consultation information includes typical cross sections showing the carriageway, areas for possible further construction, drainage ditches and other details. At this stage it is anticipated that there would be a corridor between 40 metres and 100 metres in width depending on location and whether the road is on embankment or in cutting, and may be wider to accommodate landscaping or other mitigation measures.

36	Traffic flow in the area is not increasing, so why the need to cause such environmental damage and go against prevailing Green policies of NOT building more roads?	<p>The Department of Transport predictions for future traffic indicate that traffic flows are expected to increase. This will be particularly the case with the population and employment growth expected in west Wiltshire.</p> <p>The scheme would be reviewed in the light of emerging policies and strategies at Government and local level.</p>
37	Why does the proposed road run directly through the 9 dwellings at Lower Woodrow when it can pass further up over the roman road by New Road without directly effecting these residents? There also wouldn't be a requirement for the proposed bridge over the new road scheme and shorten the route.	<p>How the route crosses Woodrow Road is a key design matter. Detailed consideration was given to crossing Woodrow Road at New Road, but it was considered that the impacts would have been greater.</p> <p>The emerging proposals do not include for a junction at Woodrow Road as this is not considered appropriate given the increased traffic flows which would be likely to occur along this relatively narrow and constrained road.</p>
38	There are three options for the route at the Northern end but no options for the Southern end. Why is that?	<p>The route options consulted on in the first consultation and variants suggested by the public in that area have been considered but were discounted as unsuitable for the reasons given in the current consultation material. The route options at the southern end of the route are more constrained because of the built-up area of Bowerhill, overhead power lines, the Kennet and Avon canal and the Semington Brook.</p>
Received during the webinar on 06/07/21		
39	There are three options for the Northern end - why are there no options for the southern end?	<p>The route options consulted on in the first consultation and the variants suggested by the public in that area have been considered but were discounted as unsuitable for the reasons given in the current consultation material. The options at the southern end of the route are more constrained because of the built-up area of Bowerhill, overhead power lines, the Kennet and Avon canal and the Semington Brook.</p>

40	How does the bypass cross Woodrow Road? What is the significance of the blue S?	<p>The emerging proposals do not include for a junction at Woodrow Road as this is not considered appropriate given the likely increased traffic flows which would otherwise be anticipated along this relatively narrow and constrained road.</p> <p>The emerging proposals involve Lower Woodrow Road being locally diverted over the new bypass route. The existing alignment of Lower Woodrow Road would be retained in order to provide local access to properties in that immediate vicinity.</p>
41	Will you be providing an Ordnance survey map with route 10c on it?	<p>More detailed surveys will be undertaken as part of the design process which will enable the scheme to be shown at a larger scale.</p> <p>A plan showing the emerging route overlaying aerial imagery is available via the scheme page:-</p> <p>A350 Melksham bypass - Wiltshire Council</p> <p>In addition a fly-through video depicting the route alignment has also been released and is available via the Wiltshire Council YouTube page:-</p> <p>Wiltshire Council - YouTube</p>
42	What traffic calming measures would be introduced to the west of the new roundabout on the A365 Bath Road, west of Turnpike Garage? This is currently a 40MPH limit which has a lot of speeding traffic entering the town from the Devizes road. Traffic calming measures would be required to ensure that it is not used by local traffic as a rat run. This is further illustrated by the figures which show a dramatic increase along the west bound A365 to Bowerhill	<p>Traffic flows will be modelled and assessed as part of the ongoing scheme development. It is possible that some local routes will see changes (increases or decreases) to traffic flows, but often bypass scheme such as this can serve to encourage larger vehicles and traffic to use more appropriate parts of the network and reduce traffic on unsuitable minor roads.</p> <p>The need for traffic calming features or other potential traffic management measures will be considered as the scheme develops.</p>

43	If approved, will this scheme change the development boundary pushing it out to the East of Melksham towards the new bypass?	The Wiltshire Local Plan Review was the subject of a separate consultation held between January – March 2021 on the requirement for new homes at Melksham and Bowerhill for the plan period 2016 – 2036 and this will establish future development proposals and opportunities.
44	The feature labelled Giles Wood picnic area is the BRAG picnic site at a different location	Thank you for bringing this matter to our attention. We will seek to correct this in future publications.
45	Why is the Woodrow Road diversion 'necessary'?	<p>The emerging proposals do not include for a junction at Woodrow Road as this is not considered appropriate given the increased traffic flows which would otherwise be anticipated along this relatively narrow and constrained road if there were to be a junction with the bypass.</p> <p>The emerging proposals involve Lower Woodrow Road being locally diverted over the new bypass route. The existing alignment of Lower Woodrow Road would be retained in order to provide local access to properties in that immediate vicinity.</p>
Pre-webinar on 13/07/21		
46	Why is the emerging route seen as the most beneficial?	<p>Route options have been assessed and sifted in line with DfT processes, and a range of factors have been taken into account including how routes perform against the key objectives for the scheme, cost, benefits, design factors, deliverability, environment, consultation responses, and public views. Option 10c has emerged as the best performing option.</p> <p>Information as to why alternatives were not taken forward is included in the consultation information.</p>
47	Why are there no access restrictions to Woodrow/Forest Lane proposed in order to alleviate traffic going through Lacock? Current proposals will	The current emerging proposal does not include a junction between the bypass and Lower Woodrow Road. The current traffic modelling predictions indicate that the scheme would help to reduce traffic flows through Lacock. The emerging proposal could have a beneficial effect

	encourage use of that road as a rat run not discourage.	<p>on predicted future traffic flows in that village, especially if supported by traffic management measures.</p> <p>The introduction of a junction between Woodrow Road and the new bypass would serve to encourage and increase traffic flows along Woodrow Road.</p> <p>Please refer to the traffic modelling information within the consultation documents which indicate predicted 2036 traffic flows with and without the bypass.</p>
48	What height will the bridges be over the river Avon, Wilts Berks Canal and Roman road and how high is the proposed overpass at Woodrow/Forest Lane?	<p>At the River Avon crossing it is anticipated that the underside of the bridge deck would be approximately 5m above normal river levels – this allows for flooding events and the required freeboard.</p> <p>At Lower Woodrow Road the clear height would be sufficient to allow for large vehicles to travel along the new bypass. The approximate headroom would be 5.5m.</p> <p>The Wilts and Berks canal bridge would probably have approximately 2.4m headroom.</p>
49	What return period has been used to determine the flood zone?	<p>Flood modelling and assessment will be undertaken in conjunction and liaison with the Environment Agency.</p> <p>At this stage we anticipate a requirement to accommodate 1 in 100 year probability events, with an allowance for climate change in accordance with the standard methodology for the design of roads crossing watercourses and floodplains.</p>
50	Why is the present preferred option that which is greatest in length and greatest in visual impact?	<p>Route options have been assessment and sifted in line with DfT processes, and a range of factors have been taken into account including how routes perform against the key objective for the scheme, cost, benefits, design factors, deliverability, environment, consultation responses, and public views. Option 10c has emerged as the best performing option.</p>

		<p>Option 10d was a longer route and would have had a greater visual impact, but was discarded following the previous consultation.</p> <p>Information as to why alternatives were not taken forward is included in the consultation information.</p>
51	<p>How will the proposed new 9km long bypass contribute to achieving the government's 2050 net zero target, given the amount of tarmac that will be laid (which does not absorb CO2) and the quantity of green fields/trees that will be destroyed to make way for the road?</p>	<p>The impact and benefits of the scheme will be considered in the light of emerging policies and strategies at Government and local level.</p> <p>The reduced traffic congestion, better facilities for active travel, and improved road safety would be expected to reduce energy consumption as a result of the scheme. This will be assessed as part of the scheme appraisal process.</p> <p>The design development will aim to optimise the use of materials and reduce waste. Local sourcing of materials, the use of low-carbon alternative materials, the use of low-carbon construction plant and energy efficient construction methods, and designing the road to enable efficient operation of vehicles using the route will help to reduce carbon emissions. The scheme is expected to include substantial landscaping and tree planting as part of the project.</p>
52	<p>What provision does the scheme make for people to continue to access the canal and surrounding countryside (including Giles Wood) as this is an area used currently and frequently by walkers, runners, cyclists and school children (for nature classes)?</p>	<p>Access to the countryside, and the value placed on this by the local population, was a key message coming through the first consultation.</p> <p>A bridge connection is envisaged to the Giles Wood, the Kennet & Avon canal, and the Bowerhill Residents Action Group picnic area.</p> <p>We are seeking to develop a range of measures with regards to walking and cycling provision, and this is being informed through a "Walking, cycling and horse-riding assessment and review (WCHAR)" assessment.</p>

53	How will this project provide biodiversity net gain in excess of potential mitigation for air quality impacts on Spye Park SSSI?	<p>At this stage we are not anticipating any significant impact with regards to the SSSI but this will be assessed as part of the environmental appraisal.</p> <p>Spye Park SSSI is located approximately 1.1 km north east of the proposed route. There are unlikely to be any direct impacts to this SSSI. However, the route is within the impact risk zones (IRZ) where effects of the new road would be considered. The biodiversity EIA assessment will consider indirect impacts on the SSSI, including air quality.</p> <p>Consultation and assessments will be undertaken to determine any impact Spye Park SSSI and appropriate mitigation will be investigated.</p>
54	Occupant of a property in Lower Woodrow would like a detailed explanation of the impact it will have on her, and her neighbours property and health, neighbours being Hack Farm and others in that area, where there will be an elevated section.	<p>Thank you for this comment. We have provided a direct response to an e-mail enquiry on this matter.</p> <p>We are keen to receive comments on the potential effects of the scheme on individual properties, such that we can understand how these could be mitigated.</p>
55	Why does the proposed bypass have to run so close to housing and the Oak school as this will cause immeasurable damage to residents and students health and well being?	<p>The school is approximately 750m from the emerging route. The effects of the proposals will be assessed as part of the next stage of the scheme development.</p> <p>There are many factors which have influenced the route development including sites with nature conservation value, floodplains, archaeological remains and other factors. It was considered that the emerging route would offer the most suitable solution.</p> <p>Some of the routes included in the first consultation would have had a more detrimental effect on the school and access to it from the town, but these were discarded as being unsuitable.</p>
56	Will the land between the bypass and Melksham be guaranteed as green belt and not used for yet more	<p>This scheme is an improvement to the Major Road Network. It does not include or require the construction of houses or other developments.</p>

	<p>housing, and also I see no provision for Green Bridges in the Sandridge area, which has large Deer and other Wildlife populations?</p>	<p>The Wiltshire Local Plan Review was the subject of a separate consultation held between January – March 2021 on the requirement for new homes at Melksham and Bowerhill for the plan period 2016 – 2036 and this will establish future development proposals and opportunities.</p> <p>With regard to ‘green bridges’ and other mitigation measures, please do let us know through your consultation response of any matters or suggestions you have for these.</p>
<p>57</p>	<p>Have the committee considered the idea that saving 4 minutes of time for people travelling through affects the residents 24 hours a day, 7 days a week?</p>	<p>The scheme has the potential to provide benefits locally, as well as the benefits for users of the A350.</p> <p>Journey time reliability and reduced journey times on the A350 are important to the businesses and communities in the A350 corridor. Small savings in travel time can seem quite insignificant when considering individual trips, but those small individual savings do mount up rapidly when the number of vehicle trips per day, per week, per year, and per design life year are considered.</p> <p>There is a range of potential impacts (beneficial and adverse) that need to be taken into account in considering the scheme, and this consultation is seeking to identify the particular factors that the local communities are concerned about regarding the scheme.</p>
<p>58</p>	<p>Do we need a bypass and could this problem be solved by thinking outside the box; could there be other less intrusive ways of solving this problem?</p>	<p>You may recall that at the first consultation there were 18 different routes or concepts which were being considered. These included non-road options.</p> <p>The broad range of options were assessed on a consistent basis. Whilst some of the alternative options to bypass routes performed well in some areas, in general the assessment indicated that they would not have the scale of impact required to fully address the specific problems and objectives.</p>

		<p>Where appropriate, some of the alternative options which were not considered to be suitable as standalone options have been incorporated within the proposed scheme scope together with the bypass – such as the complementary walking and cycling measures</p> <p>It should be noted that the fact that certain solutions are not being progressed as part of this project does not imply that they would not have merit as part of a wider transport strategy for Melksham or the A350</p> <p>There is a lot of relevant material within the Options Assessment Report, which we would encourage people to look at should they want additional details.</p>
69	<p>We have 2 farms that will be cut up in half with the current bypass route. I see you have provisions for rights of way but I see nothing yet for access to land that will be left after the route is built. Will our access be directly off the new bypass or if there is going to be extra provisions for extra underpasses/overpasses?</p>	<p>The impact on agricultural land will be considered in more detail as the design progresses and the opportunities to reduce the impact on farming operations will be considered, including underpasses or other access arrangements.</p> <p>Information from landowners and occupiers would be appreciated in order to better understand the potential impact and how these could be mitigated, and we hope they will take the opportunity to contact us as part of this consultation.</p>
60	<p>How will the bypass improve the town?</p>	<p>The scheme has specific objectives which are described in the consultation documents. These are regional as well as local.</p> <p>In general, the benefits to the town could be considered in terms of three key categories:</p> <ul style="list-style-type: none"> Firstly, direct benefits from removing a significant amount of traffic from existing routes within the town – e.g. improvements in noise and air quality

		<ul style="list-style-type: none"> • Secondly, indirect benefits associated with the traffic relief – e.g. improved opportunities for local walking and cycling trips, and better access to facilities around the town • Lastly, benefits to local businesses and supporting investment within Melksham and the A350 corridor. This in itself would be expected to bring wider benefits, such as through supporting regeneration and providing local job opportunities
61	The video and set principles are really positive but do contributing kingpins in this idea have a thought or recognition of the reality of the proposal without the perfect paper propaganda?	The proposals are being developed to be practical and deliverable. Options that would not be realistic or achievable have been discarded as part of the options sifting process.
62	Can you please confirm the forecast traffic flows for both the existing A350 through Beanacre post build of the new road and the anticipated flow on the new road? Additionally, how are these numbers calculated?	<p>We have included some traffic flow figures with and without the bypass for 2036 as part of the consultation information.</p> <p>The numbers are derived from a computer traffic model. The model is initially built to replicate existing traffic conditions. It is then used to predict the changes in future travel demand (using national and local growth data). These trips are then assigned onto the road network. The model is run for the situation with and without the scheme to determine how traffic flows will change.</p>
63	I understand the government have promised that there will be no petrol/diesel cars by 2030 and therefore as new road due to complete 2027 - let's say 2028 because of unforeseen delays - surely the pollution issue for Beanacre would be removed without having to destroy vast areas of Wiltshire	<p>The primary objective of the scheme is to improve transport links in the A350 corridor.</p> <p>It will reduce noise and pollution in Beanacre, but that is only one of the benefits of the scheme.</p> <p>The projected changes in the composition of the vehicle fleet will be reflected in the scheme appraisal process (using latest government guidance), which usually considers a 60 year period.</p>

	<p>countryside? Has this been reflected in the choice of the route?</p>	<p>Whilst electric (and alternative fuel) vehicles would be expected to reduce emissions, they do not eradicate all pollution completely – e.g. brake dust and other particulates.</p>
64	<p>Why are you pursuing this outrageous rape of the countryside? What possible justification can there be?</p>	<p>The A350 is one of the most important routes in Wiltshire, and it plays a key role with regards to the local economic activity.</p> <p>It has been a longstanding priority for the council to improve north-south connectivity along the A350, but to also recognise the important local function that the existing route serves at Melksham, and issues such as journey time delays and poor reliability, accidents, severance and noise and air quality.</p>
65	<p>Is there any upgrade planned for the A361 from Littleton roundabout towards Seend?</p>	<p>No improvements are currently envisaged as part of this scheme.</p>
66	<p>I would like to know details of all the route options for the bypass and the evidence used to eliminate all the options other than route 10c.</p>	<p>Please refer to the consultation information available on the scheme webpage.</p> <p>A summary of reasons for discounting options from the long list of options is included as well as the draft version of the Options Assessment Report.</p>
67	<p>When the road passes adjacent to New Road, Melksham after it crosses the A3102 (i) will it be elevated above the level of New Road and (ii) are landscaping/noise reduction measures planned along that stretch?</p>	<p>The currently proposed route is not adjacent to New Road as it is located to the east of that road.</p> <p>A route connecting to Woodrow Road at or near its junction with New Road was considered but a junction at that location would result in additional traffic using that road to access the bypass to and from the town.</p>

		<p>A bridge to carry the bypass over Woodrow Road near New Road would be particularly intrusive because of the long approaches needed and height required to clear the road.</p> <p>A crossing further to the east was considered preferable, but it is acknowledged that this would have impacts on a number of properties in that area.</p>
68	<p>You are going well to the North to remove a dangerous junction at Lacock. Can you not go further East and South and remove the equally dangerous junctions at Redstocks and Hag Hill?</p>	<p>Consideration was given to extending the bypass route to the south in response to comments made at the initial consultation about variations to Option 10d and these included routes to Hag Hill.</p> <p>It was concluded that these variants would have some merits in terms of the A350 route but would have the same cost issues and environmental issues associated with Option 10d because of the canal and brook crossings.</p> <p>From the assessment work undertaken it was not considered that these variants would offer significant advantages, taking into account those cost and environmental impacts, and the concerns raised by some of the public and the local parish councils about Option 10d.</p> <p>Extending the route further eastwards would have an adverse impact on the rural communities in that area and would result in a longer and more expensive route.</p> <p>Whilst such a route may be possible it is not considered to have significant advantages over the currently proposed route. There would probably be better ways of addressing existing problems at local junctions rather than extending the bypass.</p>
69	<p>From the work that's been done on planning for this route over the last 5-10 years do you yet have: A financially defensibly (Cost/Benefit statement) for</p>	<p>The work currently being undertaken to develop the Outline Business Case will consider the costs and benefits, and other aspects in detail.</p>

	it? A realistic budget to cover its total construction and operational costs?	The Strategic Outline Business Case (SOBC) submitted to Department of Transport in 2019 indicated that a scheme would be viable.
70	Do the farmers have a choice about selling their land?	The Council will seek to obtain any land by agreement and will explore accommodation works to mitigate the effects of the scheme. If necessary, the Council could use compulsory purchase powers which could result in a public inquiry where an independent inspector would make a recommendation to the Secretary of State on the matter.
71	What exactly will be destroyed to make way for the bypass and what measures will be put in place to replace what has been lost, along with creating a safe, cycle, bridal and pedestrian route?	The environmental assessment will consider the impact of the scheme and information will be included in the planning application. Diversions and alterations to the rights of way are currently being considered and any suggestions would be welcomed, including information on routes which are particularly important to local users.
72	What measures will be in place to ensure Oak School isn't adversely affected in terms of safety and air quality?	The environmental assessment will consider the impact of the scheme on the school and information will be included in the planning application. Mitigation measures will be considered as part of the design process.
73	Why was the first preference of upgrade current route which was most popular promptly ignored, or if designed to be ignored included in the first place?	The A350 is a regionally important north-south route which needs to have adequate traffic capacity to accommodate anticipated future growth in western Wiltshire. Dualling the existing route south of Farmers Roundabout would be possible, but improvements to the existing road through the northern end of Melksham to the standards required to meet

		<p>the needs of the major road network would have extensive adverse impacts on the built up area. It was considered important that all options should be looked at.</p> <p>Dualling the southern section of the existing A350 south of the proposed bypass towards Littleton Roundabout is still potentially required either as part of this or a subsequent scheme.</p>
<p>Received during the webinar on 13/07/21</p>		
74	<p>Why hasn't there been any preliminary agricultural studies completed to date?</p>	<p>Assessments of impact on agricultural operations will be included in the assessment work currently being undertaken. The provision of underpasses or other measures to reduce severance would also be considered.</p> <p>Information from landowners and occupiers would be appreciated in order to better understand the potential impact and how these could be mitigated, and we hope they will take the opportunity to contact us as part of this consultation.</p>
75	<p>Does the council not value local agriculture?</p>	<p>Agriculture forms an important part of the local economy and its value is recognised.</p> <p>The development of this scheme seeks to minimise impacts on residential, commercial, and agricultural land uses.</p> <p>Information on potential measures to reduce the impact of the scheme of farming operations would be appreciated.</p>
76	<p>What is the justification for the proposed bypass route being so far to the north east? If improved travel times are the real goal would a more direct route not be more appropriate?</p>	<p>Journey time reliability and reduced journey times on the A350 are important to the businesses and communities in the A350 corridor. Small savings in travel time can seem quite insignificant when considering individual trips, but those small individual savings do mount up rapidly when the number of vehicle trips per day, per week, per year, and per design life year are considered.</p>

		<p>A balance has to be found between journey times and where the road can realistically be located, considering the various constraints along the route corridor including properties, archaeological sites and wildlife areas. The emerging route has been developed to reduce the adverse impact on these as much as possible.</p>
77	<p>With the imminent lifting of Covid restrictions are you planning any public events/exhibitions?</p>	<p>We are currently exploring the potential to hold a drop-in session at Melksham Library as part of this consultation.</p> <p>In the future there are likely to be opportunities to undertake public events and exhibitions on future stages of the scheme.</p>
78	<p>Route 10c goes straight through ancient woodland which is rife with wildlife. It also passes through a number of land-based businesses which absolutely rely on peace and quiet, clean air and a natural setting. As a local landowner who will be significantly impacted by this, I would like to know exactly How WC is specifically considering the devastating impact to both the local environment and these local home, farm, and business owners? Why would this ever be a suitable option, considering the catastrophic effect on each?</p>	<p>The value of the countryside and access to it for the local communities was a key message from the first consultation.</p> <p>The proposed route has been developed to minimise impacts regarding residential, commercial, and agricultural uses, and wildlife as far as possible.</p> <p>The scheme will include landscaping and mitigation measures and opportunities will be taken to enhance wildlife habitats where possible. Suggestions for such measures and improved access would be welcomed as part of the response to the consultation.</p> <p>Information from landowners and occupiers would be appreciated in order to better understand the potential impact and how these could be mitigated, and we hope they will take the opportunity to contact us as part of this consultation.</p>
79	<p>With potential government funding cuts, why is an option of a cheaper proposal not shown and costed?</p>	<p>Demonstrating that the scheme would provide value for money is a key aspect of the Outline Business Case (OBC), and consideration of alternatives would form part of that document. However, from the work carried out to date there does not appear to be a cheaper proposal</p>

	<p>Any proposal should show this to avoid added taxpayer cost and for complete 'transparency' in OBC</p>	<p>that would meet the objectives, taking into account the range of factors which need to be considered including cost, benefits, design factors, deliverability, environment, consultation responses, and public views.</p> <p>The Options Assessment Report, which is available via the scheme webpage, sets out the works undertaken to date, and this will form part of the submission to DfT.</p>
<p>80</p>	<p>Is there a traffic problem in the town? Bypasses generally weaken town centre vitality, why will this be different?</p>	<p>The scheme is an improvement to the strategically important A350 route. At Melksham the A350 serves multiple functions. It is not only the main north-south route through the town, but also the main east-west through route (between A365 Western Way and Bath Road). It also provides access to the town centre and retail developments along the A350 itself for local traffic.</p> <p>Traffic flows are high – up to approximately 35,000 vehicles daily. Heavy Goods Vehicles (HGVs) account for approximately 7% to 9% of traffic. Based on survey data collected in 2017, approximately 40% of all traffic entering or leaving Melksham on the A350 via Beanacre is through-traffic, with the remaining 60% starting or ending its journey in Melksham. Of the 40% through-traffic, approximately 25% are north-south movements.</p> <p>In October 2019 the Council completed a localised capacity enhancement at Farmers Roundabout on the A350 at Melksham. This has improved traffic flow at this location, but limitations with other sections of the route, and the prospect of further housing development and traffic growth in the corridor, requires consideration of a comprehensive, strategic solution to this section of the A350.</p> <p><u>The scheme provides the opportunity to introduce complementary measures in the town which would have the potential to make the town more attractive to locals and visitors and we are keen to hear suggestions for such improvements.</u></p>

81	The map shows 'lower Woodrow overpass'. Please can you confirm that the existing Lower Woodrow Road will be stopped up for vehicles and the proposed road is more or less at ground level at this location	The current emerging option includes for the existing alignment of Lower Woodrow Road to be diverted over the emerging bypass route. Where the emerging bypass route crosses the existing Lower Woodrow Road, the current proposal is for the existing road to be stopped up. At this location the emerging bypass route is envisaged to be at or close to existing ground level.
82	What about the public footpaths that go through route A?	<p>Where the emerging route crosses footpaths and rights of way, arrangements would be made to provide crossing facilities where practicable, which could include bridges or underpasses.</p> <p>In some cases, rights of way may be diverted to safe crossing points at agricultural or accommodation overbridges or underpasses. The amenity value of rights of way is appreciated, especially those close to urban areas, and as far as possible the severance of routes would be avoided. Pedestrian, equestrian and cyclist crossing facilities could also be provided at junctions where traffic speeds would be lower.</p> <p>We would be keen to hear about which rights of way are particularly important to the local communities.</p>
83	Have you done any local road traffic assessments? You do not indicate what the change is for traffic on existing roads. What is existing flow on Lower Woodrow with 'do nothing' What is the changed flow on Lower Woodrow with the scheme?	<p>A Wiltshire Traffic Model has been created which covers the wide area of the county. This computer model makes use of a large number of traffic counts across the highway network. It is not just based on traffic counts in the Melksham area. This allows schemes and proposals across the county to be modelled with a high degree of accuracy, and enables the computer modelling of combinations of road and development proposals to be assessed. Having robust data to inform options appraisal is an important part of the scheme assessment process.</p> <p>Traffic flows will be modelled and assessed as part of the ongoing scheme development. It is possible that some local routes will see changes (increases or decreases) to traffic flows, but often bypass scheme such as this can serve to encourage larger vehicles and higher traffic flows onto the more appropriate parts of the network.</p>

		<p>The provision of a good quality road is likely to attract some local traffic movements to make use of the bypass rather than use less suitable minor roads. The potential changes will be examined in more detail as the scheme is developed.</p>
84	<p>These figures are all pre-pandemic. Are you going to review these traffic flow projections as more and more people now work from home?</p>	<p>Traffic flows decreased considerably during the first lockdown but have since returned almost to previous levels in many places. Some longer-term changes, particularly as a result of some people home-working seem likely.</p> <p>The business case for the scheme will need to consider a range of traffic growth scenarios for both high and low growth. It is anticipated that the Government will revise future traffic and economic growth figures in view of recent events, and the scheme will be assessed on the basis of any revised Government predictions for future traffic.</p>
85	<p>Why is Bowerhill being surrounded completely by major roads? Surely the emerging bypass can be diverted to the main roundabout on the A365 and then traffic can pick up the A350 from there</p>	<p>A similar route was identified in the previous consultation as options 10a and 10b. Information as to why these were not taken forward is included in the consultation information.</p>
86	<p>What is the justification for the proposed bypass route being so far to the north east? If improved travel times are the real goal would a more direct route not be more appropriate? A more direct route from the proposed A365 roundabout to the proper proposed roundabout near Lacock could cut up to 1.5km from the length of the bypass</p>	<p>Journey time reliability and reduced journey times on the A350 are important to the businesses and communities in the A350 corridor. Small savings in travel time can seem quite insignificant when considering individual trips, but those small individual savings do mount up rapidly when the number of vehicle trips per day, per week, per year, and per design life year are considered.</p> <p>A balance has to be found between journey times and where the road can realistically be located, considering the various constraints along the route corridor including properties, archaeological sites and wildlife areas. The emerging route has been developed to reduce the adverse impact on these as much as possible.</p>

		Information as to why alternatives were not taken forward is included in the consultation information.
87	Have the traffic flows predicted for the future taken account of changes to the way people will work in the future as the result of more flexible working and the resultant reduction in commuter traffic. (None of us have had to drive to take part in this consultation!)	<p>Traffic flows decreased considerably during the first lockdown but have since returned almost to previous levels in many places. Some longer-term changes, particularly as a result of some people home-working seem likely.</p> <p>The business case for the scheme will need to consider a range of traffic growth scenarios for both high and low growth. It is anticipated that the Government will revise future traffic and economic growth figures in view of recent events, and the scheme will be assessed on the basis of any revised Government predictions for future traffic.</p>
88	All your predictions are based on figures pre farmers roundabout upgrade and pre-COVID. Are you going to redo these and then make new predictions? How does this fit in with WC promise to be carbon neutral by 2030?	<p>The business case for the scheme will need to consider a range of traffic growth scenarios for both high and low growth. It is anticipated that the Government will revise future traffic and economic growth figures in view of recent events, and the scheme will be assessed on the basis of any revised Government predictions for future traffic.</p> <p>Traffic flows decreased considerably during the first lockdown but have since returned almost to previous levels in many places. Some longer-term changes, particularly as a result of some people home-working seem likely.</p> <p>The scheme will be considered in the light of emerging policies and strategies at Government and at local level regarding carbon.</p> <p>The reduced traffic congestion, better facilities for active travel, and improved road safety would be expected to reduce energy consumption as a result of the scheme. This will be assessed as part of the scheme appraisal process.</p>

		<p>There would be scope for the use of energy efficient plant, materials and processes to reduce the carbon footprint of the construction stage of the scheme.</p>
89	<p>How are you going to connect the Bowerhill to the canal?</p>	<p>Access to the countryside, and the value placed on this by the local population, was a key message coming through the first consultation.</p> <p>A bridge connection is envisaged to the Giles Wood, the Kennet & Avon canal, and the Bowerhill Residents Action Group picnic area.</p> <p>We are seeking to develop a range of measures with regards to walking and cycling provision, and this is being informed through a "Walking, cycling and horse-riding assessment and review (WCHAR)" assessment.</p>
90	<p>Will these webinars be available on YouTube or somewhere else?</p>	<p>Questions raised by attendees ahead of, or during, these webinars have been captured and written responses will be provided and posted on the scheme webpage:-</p> <p>A350 Melksham bypass - Wiltshire Council</p> <p>A recording of the consultation launch presentation which contained similar information is available to view (for a limited period of six months). This can be accessed via the Melksham Area Board webpage for the Area Board meeting 23rd June 2021. The presentation starts approximately 7min 30sec into the recording and last for approximately 1 hour. :-</p> <p>Agenda for Melksham Area Board on Wednesday 23 June 2021, 7.00 pm Wiltshire Council</p>
91	<p>Your proposed A goes through an existing bridleway - what are the provisions for this?</p>	<p>Where routes cross footpaths and rights of way, arrangements would be made to provide crossing facilities where practicable, which could include bridges or underpasses. In some cases, rights of way may be diverted to safe crossing points at agricultural or accommodation overbridges or underpasses. The amenity value of rights of way is appreciated, especially those</p>

		<p>close to urban areas, and as far as possible the severance of routes would be avoided. Pedestrian, equestrian and cyclist crossing facilities could also be provided at junctions where traffic speeds would be lower.</p> <p>Any comments regarding rights of way of particular local value would be appreciated.</p>
92	<p>Many dog walkers use the canal from Bowerhill. How are you going to do this?</p>	<p>Access to the countryside, and the value placed on this by the local population, was a key message coming through the first consultation.</p> <p>A bridge connection is envisaged to the Giles Wood, the Kennet & Avon canal, and the Bowerhill Residents Action Group picnic area.</p> <p>We are seeking to develop a range of measures with regards to walking and cycling provision, and this is being informed through a "Walking, cycling and horse-riding assessment and review (WCHAR)" assessment.</p>
93	<p>What air quality assessment and noise assessment is proposed? local properties that currently only have small traffic flows (e.g. lower Woodrow road) will now have a major road metres from their doorstep. Has air quality and noise assessments been completed and/or proposed to understand the impact to residential properties now metres from the new proposed road?</p>	<p>There are clearly some air quality issues in connection with the existing road. The effects on traffic flows and air quality as a result of the scheme will be considered and will form part of the assessment in the Outline Business Case.</p> <p>The removal of through traffic from existing roads would reduce traffic noise for nearby properties, but it could increase traffic noise for other properties or introduce traffic noise into currently comparatively quiet areas of countryside. The scheme assessment process will include consideration of these potential impacts.</p> <p>When the scheme has been designed in more detail, including mitigation measures, a full environmental impact assessment will be undertaken as part of the planning application for the scheme.</p>

94	It is common for junctions to be lit. Have national trust/Lacock been consulted about the possibility of lighting the proposed junction near Lacock?	<p>It would be expected that major junctions and roundabouts would have street lighting for safety reasons. The majority of the route would be unlikely to be lit.</p> <p>We will be consulting and engaging with National Trust and other stakeholders as the scheme progresses towards the Outline Business Case submission and beyond.</p>
95	How about simply improving public transport?	<p>Non-road options have been considered as part of the scheme development process and were included in the first round of consultation which included for 18 different route corridors or concepts.</p> <p>Whilst some of the alternative options to bypass routes performed well in some areas, in general the assessment indicated that they would not have the scale of impact required to fully address the specific problems and objectives.</p> <p>Where appropriate, some of the alternative options which were not considered to be suitable as standalone options have been incorporated within the proposed scheme scope together with the bypass – such as the complementary walking and cycling measures.</p> <p>There is further information in the Options Assessment Report, which we would encourage people to look at should they want additional details.</p>
96	"Noise and Air Quality considerations", do you have any figures relating to the increase in noise and air pollution?	<p>When the scheme has been designed in more detail, including mitigation measures, a full environmental impact assessment will be undertaken as part of the planning application for the scheme.</p> <p>There are clearly some air quality issues in connection with the existing road. The effects on traffic flows and air quality as a result of the scheme will be considered and will form part of the assessment in the Outline Business Case.</p>

		<p>The removal of through traffic from existing roads would reduce traffic noise for nearby properties, but it could increase traffic noise for other properties or introduce traffic noise into currently comparatively quiet areas of countryside. The scheme assessment process will include consideration of these potential impacts.</p>
97	<p>Seeing as this land will be compulsory purchased, why have all the landowners not been notified?</p>	<p>Negotiations with landowners will be undertaken to acquire the necessary land by agreement if possible when the design has been progressed further and the full extent of land required has been identified.</p> <p>In the meantime, we are in the process of contacting the landowners potentially affected. Information from landowners and occupiers would be appreciated in order to better understand the potential impact and how these could be mitigated. We hope they will take the opportunity to contact us as part of this consultation.</p>
98	<p>There are listed properties on lower Woodrow Road which are directly impacted by the scheme. They have not been acknowledged by this proposal. Has the impact of this scheme on those listed buildings and land been fully understood?</p>	<p>The scheme assessment work currently being undertaken will consider a range of environmental factors including listed buildings.</p>
99	<p>It appears you seem to be thinking about the town, what about the children who use the canal?</p>	<p>We are seeking to develop a range of measures regarding walking and cycling provision. A bridge connection is envisaged to the Giles Wood, the Kennet & Avon canal, and the Bowerhill Residents Action Group picnic area.</p> <p>Access to the countryside, and the value placed on this by the local population, was a key message coming through the first consultation.</p>

<p>100</p>	<p>Will compensation be available to residents whose properties are close to the proposed route - for example where there will be a noise disturbance as a consequence?</p> <p>The video says that there will be opportunities for planting to mitigate impact, but this sounds like it is optional rather than mandatory. What actual mitigation is there for pollution produced by the traffic? in particular where the road is in close proximity to Bowerhill?</p>	<p>Efforts will be made to minimise the impact of this scheme on the local community and those that live in close proximity. An Environmental Impact Assessment (EIA) will be undertaken to identify and assess the potential environmental impacts that could arise from the proposed scheme. The assessment will propose mitigation measures to minimise these impacts in order to inform the planning, design and construction process and satisfy legal obligations.</p> <p>Considerations and full assessment will be completed for:</p> <ul style="list-style-type: none"> • Air quality • Ecology and nature conservation • Landscape and cultural heritage • Noise and vibration • Other environmental subjects as required by relevant standards and laws <p>If property prices are affected, it is possible in some circumstances to make a claim under Part 1 of the Land Compensation Act 1973 for the effects of physical factors such as noise, vibration, smell, fumes or artificial lighting caused by the use of a new bypass or road. It recommended that professional advice is sought in connection with such claims.</p>
<p>101</p>	<p>Where you split a farm/field in two, what provisions are going to be made for farmers to access both sides? do the farmers have no choice?</p>	<p>The impact on agricultural land will be considered in more detail as the design progresses and the opportunities to reduce the impact on farming operations will be considered, including underpasses or other access arrangements.</p> <p>Information from landowners and occupiers would be appreciated in order to better understand the potential impact and how these could be mitigated, and we hope they will take the opportunity to contact us as part of this consultation.</p>

102	I know a farmer whose land this will totally destroy, what happens to him?	<p>The impact on agricultural land will be considered in more detail as the design progresses and the opportunities to reduce the impact on farming operations will be considered, including underpasses or other access arrangements.</p> <p>Information from landowners and occupiers would be appreciated in order to better understand the potential impact and how these could be mitigated, and we hope they will take the opportunity to contact us as part of this consultation.</p>
103	Does traffic modelling for 2036 predictions account for the significant reduction in traffic and anticipated lower volume of commutes nationwide, as a result of COVID-19? Additionally, has the traffic modelling also accounted for the significantly declining birth-rate which will subsequently be intrinsically linked to a reduction in car use in the long term and in particular at peak traffic times?	<p>Traffic flows decreased considerably during the first lockdown but have since returned almost to previous levels in many places. Some longer-term changes, particularly as a result of some people home-working seem likely.</p> <p>The business case for the scheme will need to consider a range of traffic growth scenarios for both high and low growth. It is anticipated that the Government will revise future traffic and economic growth figures in view of recent events, and the scheme will be assessed on the basis of any revised Government predictions for future traffic.</p> <p>Government figures currently indicate an increase in traffic volumes in future years, which is particularly likely to be the case in west Wiltshire because of population growth and employment provision.</p>
104	If there is no existing business case, then why do you think there is a need? the only evidence that has been presented today is that it will shorten future N - S/S - N travel by approximately 100 seconds. Given that traffic modelling is likely to change in future with more homeworking is this really value for money?	<p>The Strategic Outline Business Case (SOBC) established the strategic need for the scheme and indicated that a scheme would be economically viable.</p> <p>The proposals are now being developed in more detail as we progress towards the submission of the Outline Business Case (OBC), which will be considered by DfT.</p>

		<p>If the OBC submission is successful, and further funding is made available to progress with the design development and planning stages, then the scheme will move forward towards the development of the Full Business Case (FBC) in due course.</p> <p>Journey time reliability and reduced journey times on the A350 are important to the businesses and communities in the A350 corridor. Small savings in travel time can seem quite insignificant when considering individual trips, but those small individual savings do mount up rapidly when the number of vehicle trips per day, per week, per year, and per design life year are considered.</p>
105	Where along the route will the houses be built?	<p>The scheme is an improvement to the Major Road Network. It does not include or require the construction of houses or other developments.</p> <p>The Wiltshire Local Plan Review was the subject of a separate consultation held between January – March 2021 on the requirement for new homes at Melksham and Bowerhill for the plan period 2016 – 2036 and this will establish future development proposals and opportunities.</p>
106	You highlighted that the scheme may have the opportunity to create additional walking and cycling routes, what about the impingement 10c would cause for existing rights of way, adjacent to new road and Woodrow road as just one example?	<p>A "Walking, cycling and horse-riding assessment and review (WCHAR)" assessment has been undertaken to inform the design process. The assessment report is now available on the project webpage.</p> <p>The purpose of the report is to provide an assessment of the existing facilities and provision for pedestrians, cyclists and equestrians that will help inform decision making throughout the design process.</p> <p>Part of the process is also to identify where latent demand may exist which could be unlocked through scheme development.</p>

		<p>Opportunities for improvements have been identified with the intention that these will be considered through the design process and re-visited through the production of review reports at appropriate stages.</p> <p>Suggestions about how existing rights of way could be improved with the scheme would be appreciated.</p>
107	Are there any plans for the existing Woodrow Road?	<p>Existing Woodrow Road forms part of the National Cycle Route network which would remain the case.</p> <p>The emerging route option does not include for a junction with Woodrow Road as a junction would be likely to encourage increased traffic along Woodrow Road / Lower Woodrow Road which would not be appropriate given the nature and character of this rural route.</p> <p>Instead, the current emerging option includes for a realignment of Lower Woodrow Road to allow that road to bridge over the bypass route.</p>
108	You're keen to engage with landowners? Why have you not engaged already?	<p>The Council has been in contact with many of the landowners and would be pleased to discuss the scheme with affected landowners and businesses. Please contact us at:</p> <p>MajorHighwayProjects@Wiltshire.gov.uk</p> <p>You can also sign up to the scheme mailing list on the webpage in order to be kept informed about the scheme.</p>
109	In order to provide access to all parts of my farm you will need to provide about three bridges or tracks - that will get very expensive.	<p>The proposed route has been developed to minimise impacts regarding residential, commercial, and agricultural uses, and hedgerows as far as possible. The provision of farm overbridges or underpasses will be considered.</p>

		<p>A Preliminary Environmental Assessment Report (PEAR) is currently being prepared which will assess the potential impacts of the scheme on agricultural land and hedgerows and consider what mitigation and enhancement opportunities can be considered as the design develops.</p> <p>The Council has been in contact with many of the landowners and would be pleased to discuss the scheme with affected landowners and businesses. Please contact us at:</p> <p>MajorHighwayProjects@Wiltshire.gov.uk</p> <p>You can also sign up to the scheme mailing list on the webpage in order to be kept informed about the scheme.</p>
<p>110</p>	<p>You recognised that the proposed "bridge" adjoining from lower Woodrow Road over the proposed bypass, with the intention to 'skirt' flood zones in this area, does not address the increased risk of flooding to the area, caused by the reduction of permeable ground brought by a bypass through the area. Not going through the current flood risk is beneficial only to the users of the proposed new bypass but how does WC address the increased likelihood of flooding in this area as a direct result of the reduction in run off and permeation due to the introduction of a bypass?</p>	<p>The highway drainage strategy for the emerging route option will consider how highway run off is dealt with.</p> <p>The design for the new surface water drainage will follow the surface water drainage hierarchy. Where attenuation/infiltration ponds are appropriate it could also provide additional biodiversity benefits to the scheme.</p> <p>The drainage design will also consider future climate change allowances to ensure the scheme is designed to accommodate future climate related changes.</p> <p>The drainage strategy for the scheme will need to be discussed and agreed with both the Environment Agency and the council's land drainage team to ensure it does not increase flood risk.</p>
<p>111</p>	<p>Should the environmental impact not have been considered when selecting a preferred option?</p>	<p>The development of the emerging route has taken into account a wide range of factors, including the environment. The scheme assessment in connection with the Outline Business</p>

		<p>Case will consider the environmental aspects of the proposals and any potential mitigation measures in more detail.</p> <p>The current consultations and information being collected, will help inform the design of the proposals to reduce the impact of the scheme. A full environmental impact assessment will be undertaken as part of the planning application submission.</p>
112	<p>How safe is it to put a roundabout at manor farm which is at base of very steep hill? which HGVs struggle with at the moment let along with a junction.</p>	<p>The scheme will be designed and constructed in accordance with national design standards and guidance.</p> <p>Schemes such as this are subject to independent Road Safety Audits which help inform the scheme during both the pre, and post construction stages, which will include consideration of the factors you mention.</p>
113	<p>A question from the previous webinar last month has still not been answered in light of the recent CCC report stating that the UK is woefully unprepared to meet CO2 emissions targets, how can this road scheme be justified? in addition in the same report it states that we must preserve productive farmland for the future. This scheme destroys acres of food production land. there is currently a legal challenge in the high court to stop all road building in the UK. How can WC justify any new road building in the light of the climate and ecological emergency that faces all of us? Wales has already stopped all new road building. How can any road building be justified? The report also advises that more people will need to work from home wherever possible.</p>	<p>The impact of the scheme would be considered in the light of emerging policies and strategies at Government and local level.</p> <p>The reduced traffic congestion, better facilities for active travel, and improved road safety would be expected to reduce energy consumption as a result of the scheme. This will be assessed as part of the scheme appraisal process.</p> <p>There would be scope for the use of energy efficient plant, materials and processes to reduce the carbon footprint of the construction stage of the scheme.</p> <p>The scheme will need government funding and will have to conform to their requirements and obligations.</p>

114	Why hasn't there been any preliminary agricultural studies completed to date?	The scheme is at an early stage of its development. A Preliminary Environmental Assessment Report (PEAR) is currently being prepared which will assess the potential impacts of the scheme on agricultural land and hedgerows and consider what mitigation and enhancement opportunities can be considered as the design develops.
115	Cameras were erected on footpaths around the southern end of the proposed route during lockdown when people weren't leaving the house as much. Was this considered when assessing footfall?	<p>Yes. It was appreciated that circumstances were unusual, but it was considered that the counts would still be worthwhile to help inform the design. The survey data collected supplements other sources of information and has been incorporated into the Walking Cycling and Horse Riding Assessment Report (WCHAR).</p> <p>A copy of the WCHAR is available to view via the dedicated webpage</p>
116	Are these three options (at the north end) the only options or have others been looked into?	<p>A whole range of route options were considered at the time of the first consultation and information on these is included in the information on the webpage and in the report on that consultation.</p> <p>Further information on the discarded options is included in the consultation document.</p>
117	Why are walking and cycling improvements only being delivered if we have a bypass?	<p>The A350 improvement project seeks to provide the opportunity for complementary walking and cycling enhancements.</p> <p>If the bypass project does not progress to implementation, then it may be the case that some of the initiatives and ideas developed through this scheme might come forward subject to the availability of alternative funding routes.</p>
118	In the consultation information you highlight that installation of barriers and/or surfacing measures may be required to reduce increases in	The scheme would be designed in accordance with the latest Department of Transport standards, which would generally envisage a 60mph speed limit for most of the route.

<p>noise at some properties near the new road - those in Bowerhill are most likely to see a negative impact in this respect. You also state that the speed limit is likely to be 60mph. Which of the primary objectives or viability and acceptability criteria will not be met by making the speed limit 40 mph on the new road, between the A365 and the existing A350 to reduce traffic noise and why?</p>	<p>Setting an artificially low speed limit may not improve safety as it can lead to unsafe overtaking manoeuvres on single carriageway roads. The scheme is still at an early stage of its development and the current work and consultation is seeking to refine the proposals to identify a suitable scheme. A reduced speed limit and longer journey times can result in increased vehicle operating costs.</p>
---	---