

TABLE F7: APPRAISAL SUMMARY TABLE - WILLITON BYPASS

West Somerset		Description: Williton Bypass (A39 to north of town)		Total Estimated Budget Cost £6.5m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise/ Local Air Quality	Removal of through traffic from the centre of Williton will reduce noise and improve air quality for a large number of residents. This reduction will be partly balanced by the increase in noise and air pollution to residents in northern Williton who will be effected by the alignment of the new road.	110 dwellings fronting A39 1998 AADT(% HGV)[% increase in 1998 August 16 hour (seasonal peak) average]: A39 (Holford) = 4950 (4.2)[39] A39 Mamsey Bridge = 10250 (4.1)[24]	Slight to moderate beneficial impact.
	Landscape	The alignment of the bypass passes within 100-150m of the outskirts of Williton and skirts the southern edge of Hills located to the north of the town. This will minimise the adverse impact upon the surrounding landscape. But to the north east of the town the bypass would have to be built at a high level with large embankment works necessary in order to cross the Doniford Stream an the West Somerset Railway. This would cause visual intrusion effectively blocking the valley and the associated views.	N/A	Moderate to severe adverse impact.
	Townscape	The reduction in traffic on the existing A39 would reduce severance along the main streets of Williton.	Dwellings affected and impact of traffic levels reduced as for Noise/Local Air Quality above.	Slight beneficial impact.
	Heritage of Historic Resources	Williton contains a number of Grade II listed buildings , many fronting on the existing A39. A reduction in traffic flows on the A39 would reduce future environmental pollution effects on these buildings.	18 listed buildings and structures fronting on A39 in Williton , including: - Williton Railway Station, Waiting Room Platform & Signal Box - Williton Hospital - Egremont Hotel	Slight to moderate beneficial impact.

	Biodiversity	Doniford Stream is a Country Wildlife Site and consists of high quality, semi-natural riverine habitat. The Doniford Stream supports a populations of Otters and Water Voles which are protected species and sensitive to human disruption. A variety of fish (e.g. Brown Trout, Eels) are also present. The construction phase will have an adverse impact on these species while the road itself will fundamentally change the nature of the valley. Loss of hedgerows and agricultural land is likely.	N/A	Moderate to severe adverse impact.
	Water Environment	The Doniford Stream is currently rated RE1 (River Ecosystem Classification) by the Environment Agency, which rates very good quality suitable for all fish species and is rated as 'b', good in terms of biological class (based on invertebrate life in the river). This environment will be adversely affected by the construction of large highways structures across the Doniford Stream.	N/A	Moderate to severe adverse impact.
SAFETY	Accidents	The reallocation of vehicular traffic away from the centre of Williton on the existing A39 will reduce the amount of conflict between vehicular traffic and vulnerable road users particularly pedestrians and cyclists. This should result in a reduction in accidents throughout the town, particularly in the vicinity of the junction of the A39/A358, which is situated in the main shopping and community area of the town.	Existing 5 year accident rate on the A39 at Williton is 65 accidents per million vehicle km (National average for built-up A roads all severities is 91).	Slight to moderate beneficial impact.
ECONOMY	Network Efficiency	The new bypass is likely to improve journey times in Williton and on the A39.	No information available due to no quantitative transport assessment undertaken.	Slight to moderate beneficial impact.
	Wider Economic Impacts	Improved and more reliable journey times will help the local economy.	No quantitative information available.	Slight to moderate beneficial impact.
ACCESSIBILITY	Community Severance	Severance reduced in Williton due to reduced traffic flows.	Traffic levels same as for Noise/Local Air Quality.	Slight to moderate beneficial impact.
	Access to the Transport System	Little impact except improved and more reliable journey times on the A39.	No quantitative information available.	Neutral.
INTEGRATION	Transport Interchange	Little impact.	No quantitative information available.	Neutral.

TABLE F8: APPRAISAL SUMMARY TABLE – WASHFORD/BILLBROOK BYPASS

West Somerset		Description: Washford/Billbrook Bypass (A39 to north of Washford & to south of Billbrook)		Total Estimated Budget Cost £11.5m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise/ Local Air Quality	Removal of through traffic from the centres of Washford and Billbrook will reduce noise and improve air quality for a large number of residents. This reduction will be partly balanced by the increase in noise and air pollution to residents in northern Washford and southern Billbrook who will be effected by the alignment of the new road.	Dwellings fronting A39 Washford = 52 Billbrook = 23 1998 AADT(% HGV)[% increase 1998 August 16 hour average]: A39 Dragons Cross = 9930(2.9)[24]	Slight to moderate beneficial impact.
	Landscape	The alignment of the bypass is likely to cause the following problems: <ul style="list-style-type: none"> • Extensive earthworks would need to be carried out due to the bypass cutting across a steep slope situated to the north of the village. • The bypass will cut across the existing A36 just to the south of the railway line. • A bridge would be required as the bypass crosses the West Somerset Railway. At this point the Rail line passes through a cutting and is crossed by an existing bridge providing access to arable land, which would necessitate further embankments and an enhanced bridge structure. • Also to the north east of Washford the bypass would have to be built at a high level with large embankment works necessary in order to cross the Washford River and once again the West Somerset Railway. This would cause severe visual intrusion effectively blocking the valley and the associated views. <p>The bypass alignment passes close to the south of Billbrook and through a cutting thereby minimising the adverse visual impact.</p>	N/A	Moderate to severe adverse impact.
	Townscape	The reduction in traffic on the existing A39 would reduce severance along the main streets of Washford and Billbrook. This is particularly through Washford where in places the carriageway is bounded on both sides by buildings and/or walls with large vehicles being unable to pass each other.	Dwellings and traffic levels same as for Noise/Local Air Quality.	Slight beneficial impact.

	Heritage of Historic Resources	Washford and Billbrook contain a number of Listed buildings , many fronting on the existing A39. A reduction in traffic flow on the A39 would reduce the effects of environmental pollution on these buildings.	7 listed buildings and structures fronting on A39 in Washford and Billbrook, including: - Cleeve Abbey (Grade I) - Methodist Chapel - The Dragon House Hotel	Slight to moderate beneficial impact.
	Biodiversity	Washford River is a Country Wildlife Site and consists of high quality, semi-natural riverine habitat. The Washford River supports a populations of Otters and Water Voles which are protected species and sensitive to human disruption. A variety of fish (e.g. Brown Trout, Eels) are also present. The construction phase will have an adverse impact on these species while the road itself will fundamentally change the nature of the valley. Loss of hedgerows and agricultural land is likely.	N/A	Moderate to severe adverse impact.
	Water Environment	The Washford River is currently rated RE1 (River Ecosystem Classification) by the Environment Agency, which rates very good quality suitable for all fish species and is rated as 'a', very good in terms of biological class (based on invertebrate life in the river). This environment will be adversely affected by the construction of large highways structures across the Washford River.	N/A	Moderate to severe adverse impact.
SAFETY	Accidents	The reallocation of vehicular traffic away from the centres of Washford and Billbrook will reduce the amount of conflict between vehicular traffic and vulnerable road users particularly pedestrians and cyclists. This should result in a reduction in accidents along the A39 in these villages particularly in the vicinity of shopping and community facilities and Washbrook railway station.	Existing 5 year accident rate on the A39 at Washford and Billbrook is 41 accidents per million vehicle km (National average for built-up A roads all severities is 91.	Slight to moderate beneficial impact.
ECONOMY	Network Efficiency	The new bypass is likely to improve journey times in Williton on the A39.	No information available as no quantitative transport assessment undertaken.	Slight to moderate beneficial impact.
	Wider Economic Impacts	Improved and more reliable journey times will help the local economy.	No information available as no quantitative transport assessment	Slight to moderate beneficial impact.
ACCESSIBILITY	Community Severance	Severance reduced in Williton due to reduced traffic flows.	Traffic levels same as for Noise/Local Air Quality.	Slight to moderate beneficial impact.
	Access to the Transport System	Little impact except improved and more reliable journey times for routes on A39, and in Washford/Billbrook.	No quantitative information available.	Neutral.
INTEGRATION	Transport Interchange	Little Impact.	No quantitative information available.	Neutral.

TABLE F9: APPRAISAL SUMMARY TABLE 5

West Somerset		Description: Carhampton Bypass (A39 to north of Carhampton)		Total Estimated Budget Cost - £4m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise/Local Air Quality	Removal of through traffic from the centre of Carhampton will reduce noise and improve air quality for a large number of residents. This reduction will be partly balanced by the increase in noise and air pollution to residents in northern Carhampton who will be effected by the line of the new road.	48 dwellings fronting A39 1998 AADT(% HGV)[% increase 1998 August 16 hour average]: A39 Dragons Cross = 9930 (2.9)[24]	Slight to moderate beneficial impact.
	Landscape	The bypass alignment passes close to the northern edge of Carhampton and the road would be on an embankment over flat coastal lowlands. This will minimise the adverse impact upon the surrounding landscape.	N/A	Slight to moderate adverse impact.
	Townscape	The reduction in traffic on the existing A39 would reduce severance along the main street of Carhampton.	Dwellings effected and impact of traffic levels same as for Noise/Local Air Quality noted above.	Slight beneficial impact.
	Heritage of Historic Resources	Carhampton contains a number of Grade II listed buildings , many fronting on the existing A39 and these buildings would benefit from a reduction in traffic flows. Saxon burial ground on safeguarded alignment.	6 listed buildings and structures fronting on A39 in Carhampton , including: - The Butchers Arms - Myrtle Cottage	Slight to moderate beneficial impact.
	Biodiversity	Loss of hedgerows and Grade 1 agricultural land.		Slight to moderate adverse impact.
	Water Environment	Negligible Impact.		Neutral.
	SAFETY	Accidents	The reallocation of vehicular traffic away from the centre of Carhampton will reduce the amount of conflict between vehicular traffic and vulnerable road users particularly pedestrians and cyclists. This should result in a reduction in accidents along the whole of the A39 in Carhampton, particularly in the vicinity of the local shopping and community facilities.	Existing 5 year accident rate on the A39 at Carhampton is 38 accidents per million vehicle km (National average for built-up A roads all severities is 91

ECONOMY	Network Efficiency	Likely to improve journey times on the A39.	No traffic model available to evaluate journey time improvements.	Slight to moderate beneficial impact.
	Wider Economic Impacts	Improved and more reliable journey times will help the local economy.	No information available.	Slight to moderate beneficial impact.
ACCESSIBILITY	Community Severance	Severance reduced in Carhampton due to reduced traffic flows.	Traffic levels same as for Noise/Local Air Quality.	Slight to moderate beneficial impact.
	Access to the Transport System	Little Impact, access improved and more reliable journey times on A30.	No quantitative information available.	Neutral.
INTEGRATION	Transport Interchange	Little Impact.	No quantitative information available.	Neutral.

TABLE F10: APPRAISAL SUMMARY TABLE - DUNSTER BYPASS

West Somerset		Description: Dunster Bypass (A396 to east and west of Dunster)		Total Estimated Budget Cost - £m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise/Local Air Quality	Removal of through traffic from the centre of Dunster will reduce noise and improve air quality for a large number of residents.	94 dwellings fronting A396 1998 AADT(% HGV)[% increase 1998 August (seasonal peak) 16 hour average]: A39 Ellicombe = 13800 (2.1)[25] A39 Dragons Cross = 9930 (2.9)[24] A396 North of Dunster = 4200 (1.4)[25] A396 South of Dunster = 2500 (2.0)[22]	Slight to moderate beneficial impact.
	Landscape	Due to the geographical and topographical situation of Porlock any new road will be difficult to locate and construct without the following significant adverse effects. <ul style="list-style-type: none"> • The alignment of the bypass to the south of the A396 passing to the east of Dunster would pass through an environmentally sensitive area. The road would be close to Dunster Castle Grounds and the River Avill and would have significant adverse visual and air/noise pollution impacts upon the Castle Grounds and the River. • The alignment of the bypass to the north of the A396 passing to the west of Dunster is likely to require a tunnel due to the extreme change in level required and the rough and wooded topography that would have to be traversed. There would be particular impact during the construction phase. 	N/A	Severe adverse impact. Moderate adverse impact.

	Townscape	The reduction in traffic on the existing A396 would improve the situation for pedestrians. The A396 through Dunster is unsatisfactory for high traffic flows and due to its narrow and windy road characteristics. A Dunster Bypass is likely to reduce traffic flows hence improving the landscape, visual and environmental aspects of the town.	Dwellings and traffic levels same as for Noise/Local Air Quality.	Moderate beneficial impact.
	Heritage of Historic Resources	Dunster contains a number of listed buildings, many fronting on the existing A396. The southern alignment of the bypass would be close to Dunster Water Mill, which still works and is a popular tourist attraction.	Numerous listed buildings and structures fronting on A396 in Dunster , including: - Yarn Market - Dunster Castle	Moderate beneficial impact.
	Biodiversity	Loss of hedgerows and sensitive riverine habitat.	N/A	Moderate to severe adverse impact.
	Water Environment	The Avill River is currently rated RE2 (River Ecosystem Classification) by the Environment Agency, which is good quality for all fish species and is rated as 'b', good in terms of biological class (based on invertebrate life in the river). This environment will be adversely affected by the construction of large highways structures across and close to the River Avill.	N/A	Moderate to severe adverse impact.
SAFETY	Accidents	The reallocation of vehicular traffic away from the centre of Dunster will reduce the amount of conflict between vehicular traffic and vulnerable road users particularly pedestrians and cyclists. This is likely to result in a reduction in accidents along the A396 and throughout the town particularly in Dunster.	National average for built-up A roads all severities is 91.	Slight to moderate beneficial impact.
ECONOMY	Network Efficiency	The new bypass is likely to improve journey times through Dunster on the A396.	No information available due to no traffic model to evaluate journey time improvements.	Slight to moderate beneficial impact.
	Wider Economic Impacts	Improved and more reliable journey times will help the local economy.	No information available.	Slight to moderate beneficial impact.
ACCESSIBILITY	Community Severance	Severance reduced in Dunster due to reduced traffic flows.	Traffic levels same as for Noise/Local Air Quality.	Slight beneficial impact.
	Access to the Transport System	Little impact except improved and more reliable journey times on the A39.	No quantitative information available.	Neutral.
INTEGRATION	Transport Interchange	Little impact.	No quantified information available.	Neutral.

TABLE F11: APPRAISAL SUMMARY TABLE - PORLOOK BYPASS

West Somerset		Description: Porlock Bypass (A39 to north of town centre)		Total Estimated Budget Cost -£m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise/ Local Air Quality	Removal of through traffic from the centres of Porlock will reduce noise and improve air quality for a large number of residents. This reduction will be partly balanced by the increase in noise and air pollution in northern Porlock who will be effected by the alignment of the new bypass.	197 dwellings fronting A39 1998 AADT(% HGV)[% increase 1998 August 16 hour average]: A39 east of Porlock = 4000 (1.5)[55] A39 west of Porlock = 1300 (2.3)[81]	Slight to moderate beneficial impact.
	Landscape	Due to the geographical and topographical situation of Porlock any new road will be difficult to locate and construct without significant adverse effects. The alignment of the bypass to the north of the town centre would be squeezed between the northern edge of Porlock and Porlock Bay which contains sensitive coastal lowland and marshland.	N/A	Moderate to severe adverse impact.
	Townscape	The reduction in traffic on the existing A39 would improve townscape and visual appearance. The A39 through Porlock is narrow and windy and unsuitable for high traffic flows and large vehicles (there is a 17 ton limit for the town).	Dwellings and traffic levels noted as for Noise/Local Air Quality above.	Moderate beneficial impact.
	Heritage of Historic Resources	Porlock contains a number of listed buildings, many fronting the existing A39.	Listed buildings and structures fronting on the A39 in Dunster, including the Methodist Church.	Moderate beneficial impact.
	Biodiversity	Loss of sensitive coastal lowland and marshland. A wide variety of bird species survive in Porlock Bay, including Osprey.	N/A	Moderate to severe adverse impact.
	Water Environment	The Avill River is currently rated RE2 (River Ecosystem Classification) by the Environment Agency, which rates good quality suitable for all fish species and is rated as 'b', good in terms of biological class (based on invertebrate life in the river). This environment will be adversely affected by the construction of large highways structures across and close to the River Avill.	N/A	Moderate to severe adverse impact.

SAFETY	Accidents	The reallocation of vehicular traffic away from the centre of Dunster will reduce the amount of conflict between vehicular traffic and vulnerable road users particularly pedestrians and cyclists. This is likely to reduce accidents along the A39 throughout Dunster.	No information available.	Slight to moderate beneficial impact.
ECONOMY	Network Efficiency	Likely to improve journey times on the A39.	No traffic model available to evaluate journey time improvements.	Slight to moderate beneficial impact.
	Wider Economic Impacts	Improved and more reliable journey times will help the local economy	No information available.	Slight to moderate beneficial impact.
ACCESSIBILITY	Community Severance	Severance reduced in the centre of Porlock due to reduced traffic flows.	Traffic levels same as for Noise/Local Air Quality.	Slight beneficial impact.
	Access to the Transport System	Little Impact except improved and more reliable journey times on the A39.	No quantified information available.	Neutral.
INTEGRATION	Transport Interchange	Little Impact.	No quantified information available.	Neutral.