

A47 corridor improvement scheme
Public consultation report
A47 Great Yarmouth junctions

Road Investment Strategy

A47 Great Yarmouth Junction Improvements

Report on Public Consultation

August 2017

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1 Introduction

1.1 Background

1.1.1 Highways England (HE) is the government owned company charged with operating, maintaining and improving England's motorways and major A roads. Formerly the Highways Agency, HE became a government owned company in 2015.

1.1.2 The Road investment strategy (RIS) sets out HE's long-term improvement programme for our motorways and major roads with the stable funding needed to plan ahead effectively.

1.1.3 The RIS can be read and downloaded at:

<https://www.gov.uk/government/publications/road-investment-strategy-for-the-2015-to-2020-road-period>

1.1.4 HE recently launched its annual Delivery Plan 2017 – 2018, which can be read and downloaded at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/635613/Highways_England_Delivery_Plan_Update_2017-2018.pdf

1.1.5 The A47 trunk road forms part of the strategic road network and provides for a variety of local, medium and long distance trips between the A1 and the east coast. The corridor connects the cities of Norwich and Peterborough, the towns of Wisbech, Kings Lynn, Dereham, Great Yarmouth and Lowestoft and a succession of villages in what is largely a rural area.

1.1.6 The A47 runs for 115 miles from the A1 west of Peterborough to the east coast ports of Great Yarmouth and Lowestoft.

1.1.7 Over half of the road is single carriageway.

1.1.8 The cities of Peterborough and Norwich attract additional traffic, particularly during the morning and evening peak periods.

1.1.9 There has been rapid growth over the past decade, especially in Peterborough where the population increased by 16% between 2001 and 2011.

1.1.10 Further planned growth, including the new City Deal for Norwich, will mean that over 50,000 new jobs and 100,000 new homes are planned for the area over the next 15 years.

1.1.11 The A47 has a number of congestion hotspots around Norwich, Peterborough and Great Yarmouth. There is also significant growth predicted in the area which the proposed improvements will help to support.

1.1.12 HE is proposing 6 locations along the route for improvements. These are:

- A47 Wansford to Sutton; dualling
- A47/A141 Guyhirn Junction; junction improvement
- A47 North Tuddenham to Easton; dualling
- A47 Blofield to North Burlingham; dualling
- A47/ A11junction; Thickthorn junction improvement

- A47 Great Yarmouth Junction Improvements (Formerly A47/A12 Junction Enhancements) to the following roundabouts: Vauxhall, Gapton

1.2 Purpose of non-Statutory Public Consultation

- 1.2.1 The purpose of the Public Consultation was to seek views on the outline proposals from the general public, Statutory Consultees, including local authorities, and other interested bodies. It was stated that comments received as a result of the consultation process will be considered.
- 1.2.2 The Public Consultation period was from 13 March 2017 to 21 April 2017.

1.3 Purpose and Structure of Report on Public Consultation

- 1.3.1 This report describes the process that was followed for the non-statutory public consultation arrangements, and provides factual information on the responses received.
- 1.3.2 Dialogue by Design, a company that specialises in public consultation and engagement services, was appointed by Highways England, to process and analyse the responses to the Public Consultation.
- 1.3.3 This forms part of a package of information, informing the Preferred Route Announcement.

1.4 A47 Great Yarmouth Junction Improvements

- 1.4.1 The A47 junctions to the north of Great Yarmouth experience heavy congestion during the peak hours due to lack of route options entering and exiting the town and a lack of connectivity between the east and west movements within the town.
- 1.4.2 Future developments planned for the south of Great Yarmouth are also likely to impact significantly on junctions on the A47. Increased congestion in future years is likely to constrain economic growth in Great Yarmouth and reduce customer satisfaction.
- 1.4.3 As part of the scheme's development, HE aim to address these issues by making improvements that will alleviate existing congestion and accommodate anticipated traffic growth.
- 1.4.4 The scheme will help support economic growth by making journeys safer and more reliable.

1.5 Scheme Objectives and Proposals

- 1.5.1 Highways England's Strategic Business Plan sets out the objectives of the proposed A47 Great Yarmouth junction improvements scheme as:

- **Supporting Economic Growth**

Contributing to sustainable economic growth by supporting employment and residential development opportunities. The scheme aims to reduce congestion-related delay, improve journey time reliability and increase the overall capacity of the A47.

- **A Safe and Serviceable Network**

Improving road safety for all road users through being designed to modern highway standards appropriate for a strategic road.

- **A More Free-Flowing Network**

Increasing the resilience of the junctions in coping with incidents such as collisions, breakdowns, maintenance and extreme weather. The improved A47 junctions would be more reliable, reducing journey times and providing capacity for future traffic growth.

- **Improved Environment**

Protecting the environment by minimising adverse impacts and where possible deliver enhancements by improving the environmental impact of transport on those living along the existing A47 and by minimising the impact of new infrastructure on the natural and built environment.

- **An Accessible and Integrated Network**

Ensuring the proposals take into account local communities and access to the road network, providing a safer route between communities for cyclists, walkers, and other non-motorist groups.

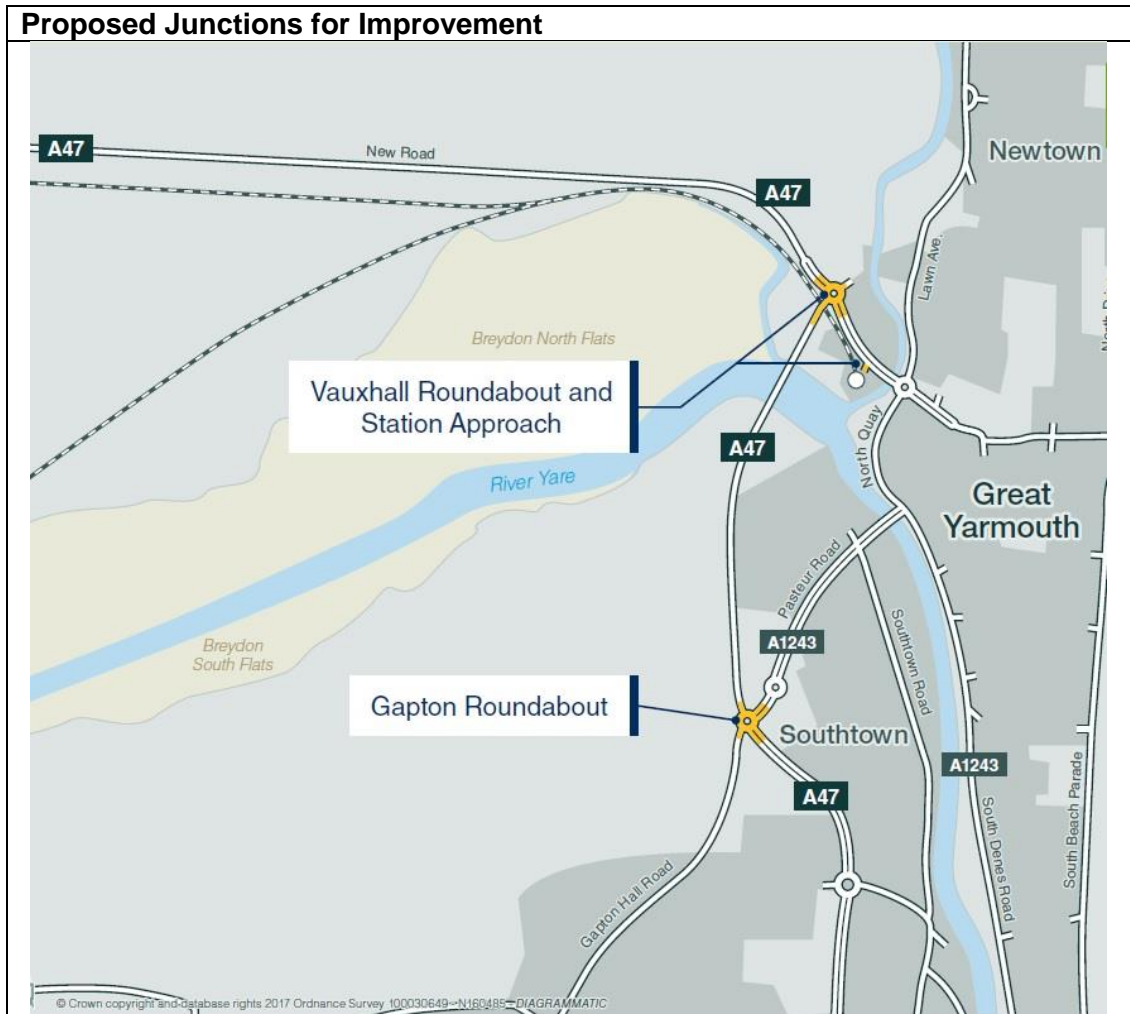
- **Value for Money**

Ensuring that the scheme is affordable and delivers good value for money.

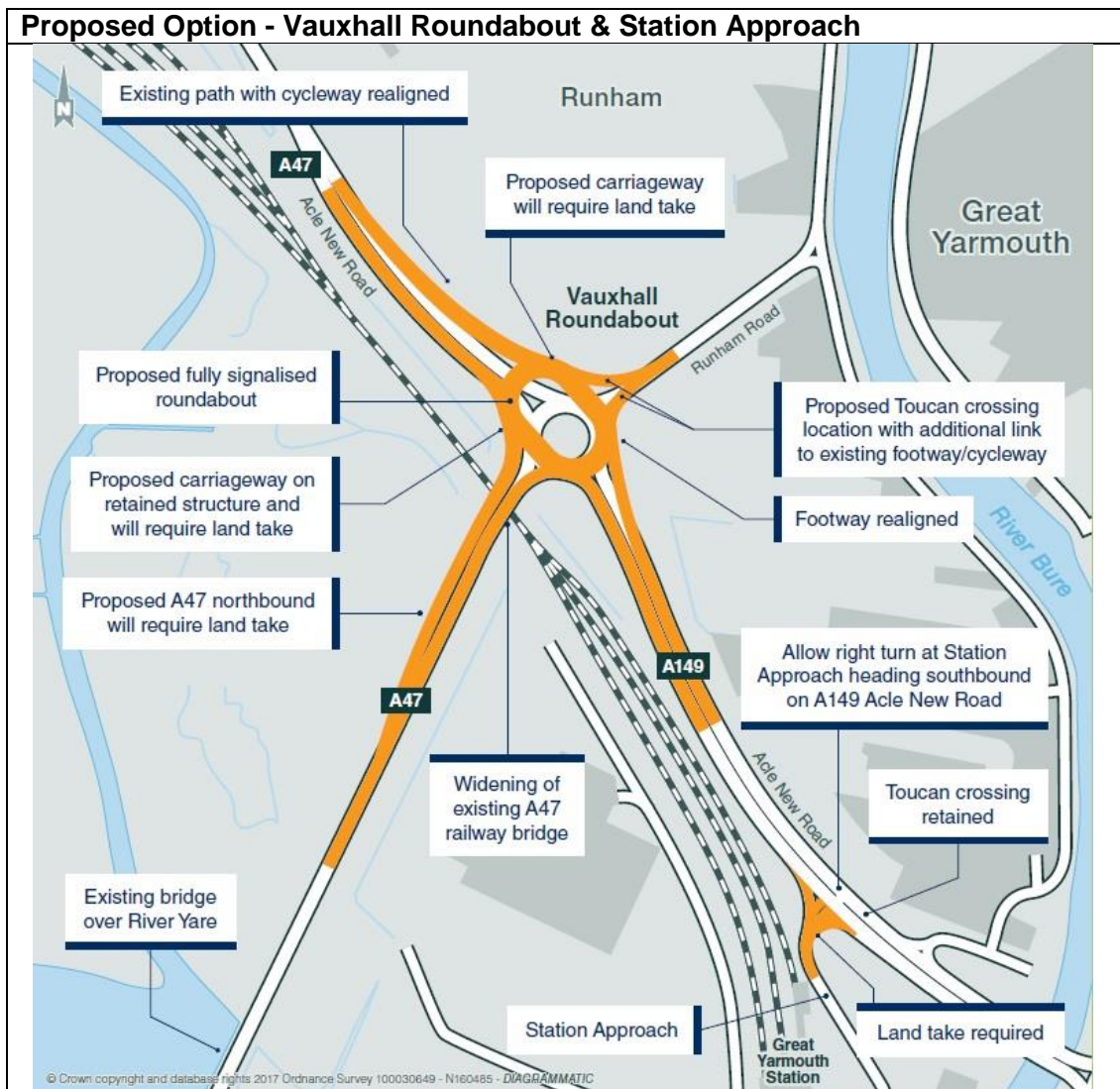
2 Proposals Presented for Public Consultation

2.1 Proposed Junctions for Improvement

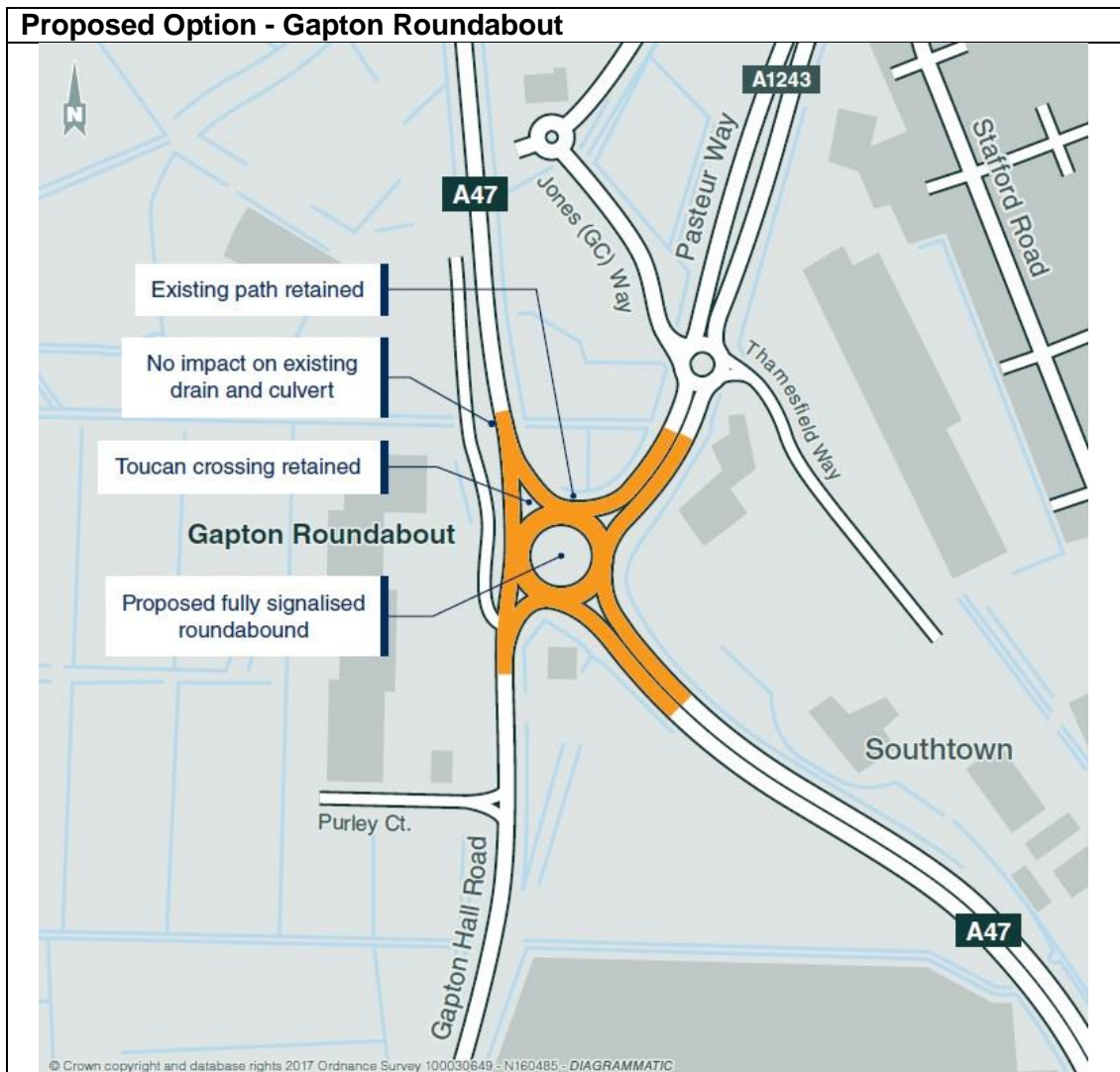
2.1.1 The assessment work carried out to date has identified that the existing Vauxhall and Gapton Roundabouts to the north of Great Yarmouth are over capacity and suffer from significant congestion in particular during the peak periods. Improvement of the Station Approach Junction has also been identified required to help relieve traffic pressure at the Vauxhall Junction.



2.2 The Proposed Options



- 2.2.1 The Proposed Option at Vauxhall Roundabout includes a fully signalised roundabout with an increased ICD and a widened bridge over the railway line to accommodate widening of the A47 (south) exit and approach.
- 2.2.2 The Proposed Option for Station Approach comprises minor improvements at the existing junction which include addition of a dedicated right turn at the existing left out only junction. Associated changes to the existing traffic signals and the realignment of existing traffic islands would also be required.



2.2.3 The Proposed Option at Gapton Roundabout includes installing traffic signals on the existing roundabout. We are also considering improving provision for pedestrians, cyclist and other non-motorised users.

2.2.4 A number of potential alternative options were considered as part of the scheme development process during 2016. These options did not perform well against the objectives therefore were not progressed any further.

2.3 Alternative Options

2.3.1 As part of the supporting information for the consultation a Non-Technical Summary Report was prepared and made available to the general public on the HE’s scheme website. This document provided background information on the scheme development prior to the consultation and included details of the alternative options considered along with the reasoning for their rejection.

2.3.2 A copy of the Non-Technical Summary Report can be found at the following website location:

<http://roads.highways.gov.uk/projects/a47-corridor-improvement-programme/>

3 Consultation Arrangements

3.1 Brochure and Questionnaire

- 3.1.1 A copy of the Public Consultation brochure is included in Appendix A.
- 3.1.2 The brochure includes:
- Information on the scheme proposals;
 - Details of the exhibition dates and venues;
 - Contact details to enable comments to be made to Highways England. These consisted of postal address, email and website address, and telephone number.
- 3.1.3 A separate questionnaire document for respondents to complete and return to the Highways England was prepared. A copy of this questionnaire is also included in Appendix B.
- 3.1.4 Questions were asked to gain information such as type and location of user, frequency and purpose of use, and to obtain feedback on the proposals shown. Information and analysis of the questionnaire responses received is provided in the following Sections. Respondents were also invited to make additional comments if they wished to do so.
- 3.1.5 The consultation brochure and questionnaire were distributed to the general public at the Public Information Exhibitions (PIEs) which were held between 17 March 2017 and 22 March 2017 in Lowestoft and Great Yarmouth.
- 3.1.6 Brochures and questionnaires were also deposited in Great Yarmouth Town Hall for members of the public to collect.

3.2 Advertising

- 3.2.1 The Public Information Exhibitions were advertised as follows:
- Highways England website for the A47 Improvement:
<http://www.highways.gov.uk/a47Improvement>;
 - Highways England press notice (published on 15 March 2017):
<https://www.gov.uk/government/news/have-your-say-on-plans-to-dual-and-improve-junctions-on-the-a47>;
 - Invitation to local MPs, local councillors and other key stakeholders to attend a preview of the Exhibition before it opened to the public, sent on 02 March 2017;
 - Advertisements in local newspapers ('EDP', 'Norwich Evening News', 'Great Yarmouth Mercury', 'Great Yarmouth Advertiser', 'Lowestoft & Beccles Journal', 'Waveney Advertiser', 'Eastern Daily Press') on 16 March 2017;
 - Interviews on local television news and radio;
 - Leaflet drops were undertaken in Great Yarmouth;
 - Notices posted at the exhibition venue on the days of the exhibition;
 - A 'static' advertisement was set up at the Great Yarmouth Town Hall (refer to Section 3.6 for further details).

3.3 Public Information Exhibition

- 3.3.1 The Public Information Exhibitions (PIEs) were held on 17, 18, 20 and 22 March 2017. Details are shown in Table 3.1, including the number of visitors that attended. The exhibition was attended by staff from Highways England, its consulting engineers AECOM and Norfolk County Council, who were available to answer questions on the proposals from members of the public.
- 3.3.2 The venues were selected with the aim of providing the optimum opportunity for members of the public across the area to attend, as well as offering the most suitable facilities locally to hold such an exhibition.
- 3.3.3 The PIEs presented the scheme proposals on display boards, with a combination of drawings and descriptive text. The display material was based on the brochures, presented to a lesser detail.
- 3.3.4 Copies of the brochure and questionnaire were available at the exhibitions. Members of the public were advised that they could complete a hard copy of the questionnaire and post it back the HE using the Freepost envelope provided or complete the questionnaire online at the website detailed in the brochure.

3.4 Display Material

- 3.4.1 The display material contained information about the scheme and the issues surrounding it. The display material included the following:
- Welcome board (including an introduction to the scheme);
 - A47 Great Yarmouth Junctions (including details of why the scheme is needed);
 - Objectives of the scheme;
 - Proposed scheme locations;
 - Proposed option 1 and 2 (with an illustrative layout drawing of the proposed option at Vauxhall Roundabout and the Station approach Junction);
 - Proposed Option 3 (with an illustrative layout drawing of the proposed option at Gapton Roundabout);
 - Environmental constraints plan (with details around Vauxhall Roundabout);
 - Environmental constraints plan (with details around Gapton Roundabout);
 - What happens next? (with broad details of the overall scheme programme);
 - How to respond? (with details of the various methods for completing the questionnaire).

3.5 Attendance at Exhibition

- 3.5.1 The total number of visitors that attended the exhibition are detailed in Table 3.1 below.

3.5.2

Table 3.1 Public Information Exhibitions Details

Venue	Date	Opening Times	Number of Visitors
The Forum Millennium Plain Norwich NR2 1TF	Tue 14 March 2017	1pm – 3pm MPs, Councillor and stakeholder Preview	Not recorded
Lowestoft pop-up shop Britten Centre QD Stores	Fri 17 March 2017		Not recorded
King's Centre 30 Queen Anne's Rd Great Yarmouth NR31 0LE	Sat 18 March 2017	10am to 2pm	4
Yarmouth Town Hall Hall Plain Great Yarmouth NR30 2QF	Mon 20 March 2017	10am to 5pm	14
King's Centre 30 Queen Anne's Rd Great Yarmouth NR31 0LE	Wed 22 Mar 2017	3pm to 8pm	5

3.6 Additional material on display

- 3.6.1 An additional 'static' panel was set up at the Great Yarmouth Town Hall during the course of the consultation period. The panel provided details of the proposed Public Information Exhibition events along with details of how to access the consultation material and respond to the questionnaire. Copies of the brochure and questionnaire were also made available at this event for the general public to pick-up.

4 Reporting Methodology

4.1 Data receipt and digitisation of all submissions

4.1.1 Consultation responses were handled differently according to the format in which they were received as detailed in the following sections. Consultation responses from all channels were assigned a unique reference number and imported into Dialogue by Design’s bespoke consultation database for analysis.

4.1.2 The total number of responses to the consultation was 51 received from the following channels:

Table 1: Number of responses by type

Type of responses	Count
Online response form	29
Response form hardcopy	9
Emails/letters	13
Total	51

4.1.3 As a result, the findings set out in the report should be treated with caution and not interpreted as representative of the views of the wider population of Great Yarmouth and the surrounding area. Nevertheless, the responses that have been received highlight a wide range of issues detailed later in this report.

4.1.4 Emails, letters and any other responses that did not follow the question structure of the feedback form were categorised as unstructured (or non-fitting) feedback. These responses were integrated with the open text responses to the final consultation question (‘Please use this space if you wish to make further comments’). As is common in public consultations, the number of responses per question varied, as not all respondents chose to respond to all questions¹. The table below shows the number of responses by question.

Table 2: Number of responses by question

Question	Responses
8. Are you? (A driver/motorcyclist; a cyclist; a pedestrian; a recreational walker; an equestrian; a local resident; a local business (including farm), a visitor to the area; Other)	38
9. How often do you travel along the A47 through Great Yarmouth? (Daily; Weekly; Monthly; Not at all)	36

¹ See section 4.3.2 interpreting the charts

Question	Responses
10. For what purpose do you travel along the A47 through Great Yarmouth? (Local journeys; Long distance journeys; Local business; Commuting)	26
11. How close do you live to the A47 through Great Yarmouth? (Under 1 mile; Between 1 and 5 miles; Greater than 5 miles)	35
12a. Do you think improvements are needed to the A47 junctions through Great Yarmouth? (Yes; No)	36
12b. Please explain the reason for your response	33
13a. What is your view of the proposed option for the A47 Vauxhall roundabout? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	35
13b. Are there any reasons for your choice?	26
14a. Should provision for pedestrians, cyclists and/or other users be improved at the A47 Vauxhall roundabout? (Yes; No)	35
14b. Please explain the reason for your response	27
15a. What is your view of the proposed option for the Station Approach junction? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	35
15b. Are there any reasons for your choice?	24
16a. Should provision for pedestrians, cyclists and/or other users be improved at the Station Approach Junction? (Yes; No)	33
16b. Please explain the reason for your response	24
17a. What is your view of the proposed option for the Gapton Roundabout? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	35
17b. Are there any reasons for your choice?	28
18a. Should provision for pedestrians, cyclists and/or other users be improved at the Gapton Roundabout? (Yes; No)	34

Question	Responses
18b. Please explain the reason for your response	24
19. Please use this space if you wish to make further comments (including non-fitting letters or emails)	27

Responses via the website

- 4.1.5 Online submissions were downloaded from the consultation website by Highways England and supplied as a .csv file to Dialogue by Design at the end of the consultation period. These files were then added digitally to Dialogue by Design's consultation database.

Paper response forms and letters received via the freepost address

- 4.1.6 A freepost address operated for the duration of the consultation for respondents to submit their response in hard copy. Upon receipt, letters and paper-based response forms were logged and given a unique reference number. Scanned copies were then imported into the consultation database and the content was data entered in the same format as the online responses.

Email responses

- 4.1.7 Responses contained within the body of an email were digitally imported into the consultation database. Responses which were sent through as email attachments were imported into the consultation database and data-entered where necessary.

Responses containing non-text elements

- 4.1.8 Any submissions containing images, maps and other non-text content were made available to analysts as a PDF version of the original submission so this information could be viewed alongside any written responses.

4.2 Analysis Process

- 4.2.1 A coding framework was created to ensure a thorough and fair analysis of the views expressed by respondents. The coding framework enabled analysts to categorise responses by themes and issues so that main ideas as well as specific points of detail could be captured and reported.

- 4.2.2 A senior analyst reviewed an early set of responses to formulate an initial framework of codes. A two-tier approach was taken to coding, starting with high level themes and then specific codes. The top-level themes are listed below.

- Improvements Needed
- Proposed Option
- Non-motorised users (NMUs)
- General
- Consultation Process
- Location
- Other

- 4.2.3 Each code within a theme represents a specific issue or argument raised in the responses. The analysts use natural language codes (rather than numeric sets) as this allows them to suggest refinements as well as aiding quality control and external verification.
- 4.2.4 The application of a code to part of a response was done by highlighting the relevant text and recording the selection. A single submission could receive multiple codes. Where similar issues were raised, care was taken to ensure that these were coded consistently.
- 4.2.5 The coding process enabled all responses to be indexed according to the issues raised by respondents, and enabled a detailed summary of the content by means of this report.

4.3 Reporting

- 4.3.1 Chapters 5 to 9 of this report summarise the main themes raised by respondents to the consultation, including members of the public and stakeholder organisations.
- 4.3.2 Quotes from respondents are used to illustrate particular arguments throughout the report. These quotes are taken directly from consultation responses and any spelling or grammatical errors are those of the respondent and not Dialogue by Design.

4.4 Use of numbers and quantifiers in the report

- 4.4.1 As with all consultation activities, it is important to note that the people and organisations who respond to the consultation constitute a self-selecting sample. This means they have chosen to reply, rather than being selected to do so as part of a sample designed to be representative of an area or population.
- 4.4.2 Their decision to do so may be affected by any number of factors including awareness of the feedback process, involvement with a local organisation and experience of using certain roads or their property being potentially affected by the proposals. As such, the feedback provides a useful reflection of the views of those who have chosen to reply (51 responses), but cannot be taken to be a representative sample of the local community.
- 4.4.3 This is particularly important in relation to the analysis of responses to closed questions in the report. When considering numbers and views expressed in the report, the reader should keep in mind that those with strong views are generally more likely to respond to a consultation, whether their views are supportive or critical. The numbers shown in charts and cited in the text can only be taken to apply to those who responded to these questions and not generalised to any community more widely.
- 4.4.4 Our approach to summarising qualitative feedback in each section of the report has been to start with the issues raised most frequently or by the highest number of comments. In order to give a general sense of proportionality, we use phrases such as 'some' or 'a few respondents' instead of smaller numbers ('a few' would signify much fewer respondents than 'some').
- 4.4.5 We use indicative quantifiers such as these because of the qualitative nature of the data and variations in respondents' use of the consultation questionnaire. They are only used to indicate the relative number of respondents that raise an issue compared to other issues within a given question. They do not indicate a proportion of the total number of respondents.

4.5 Interpreting charts

- 4.5.1 The following points should be considered when interpreting the charts in this document:
- As a consultation process is self-selecting, those who respond cannot be considered a representative sample. This is why absolute numbers have been used rather than percentages.
 - The values shown in the chart show only those who completed the online or paper questionnaire.
 - Some respondents chose not to answer some of the closed questions on the questionnaire or did not answer the closed question but chose to answer the open question.
- 4.5.2 Please note, therefore, that the proportions shown in the charts cannot be considered as fully representative of all respondents who participated in the consultation, and certainly not representative of any wider community or population. The number of valid responses to a question is indicated on the graph as (n=x).

4.6 Quality Assurance

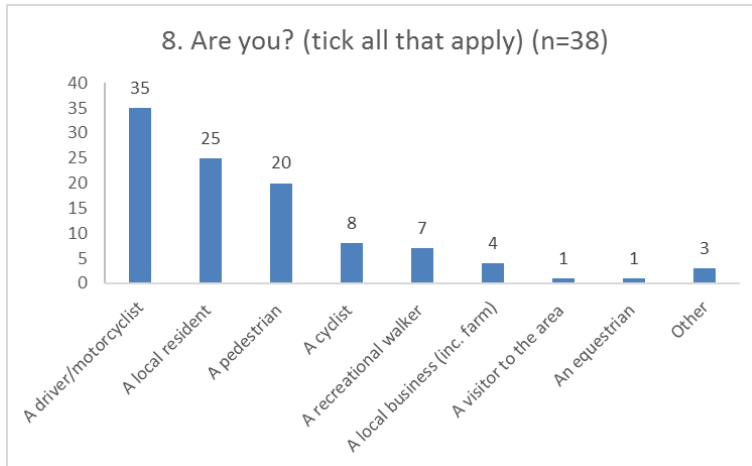
- 4.6.1 Dialogue by Design has a series of quality assurance procedures in place at different stages of the data entry and analysis stages to ensure that representations are accurately captured and analysed.
- 4.6.2 A senior member of staff reviews a sample of the work of all our trained data entry staff. If any errors are identified they are corrected and an increased proportion (up to 100%) of the work is reviewed where a series of errors are found.
- 4.6.3 At the analysis stage, quality assurance procedures are based on regular team meetings and updates to discuss the process and compare working notes to ensure a consistent and accurate approach is taken by each analyst.

5 Questions About Road Usage

5.1 Types of road user

5.1.1 Question 8 asks respondents to select from a set of descriptions which they feel best applies to them, and allows for them to make multiple selections and these responses are shown in the Chart 1 below:

Chart 1: Types of road user

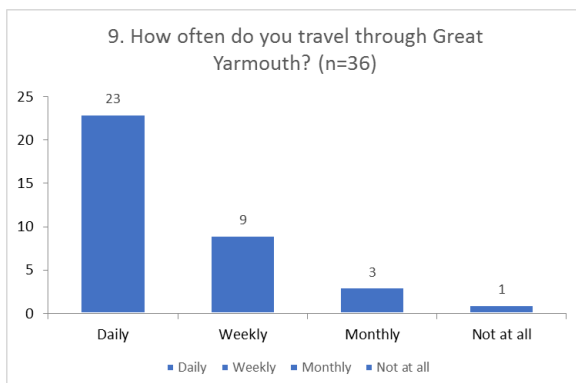


5.1.2 A total of 35 of the 38 respondents who answered this question identify themselves as drivers and motorcyclists, 25 identify themselves as local residents and 20 identify themselves as pedestrians. A smaller number of respondents selected other descriptions.

5.2 Frequency of travel through Great Yarmouth

5.2.1 Question 9 asks respondents to select how often they travel through Great Yarmouth and these responses are shown in the Chart 2 below:

Chart 2: Frequency of travel through Great Yarmouth

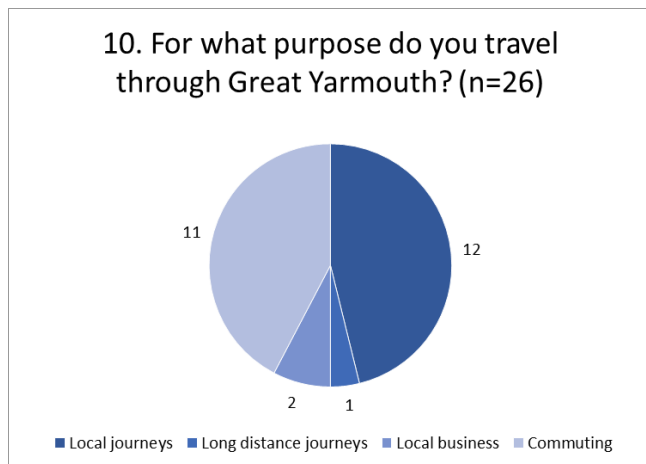


5.2.2 A total of 23 respondents out of 36 who answered this question indicate that they travel through Great Yarmouth daily, with nine indicating that they travel through Great Yarmouth weekly. The remaining four indicate that they travel through Great Yarmouth monthly (three) or not at all (one).

5.3 Purpose of travel through Great Yarmouth

5.3.1 Question 10 asks respondents to select the purpose of their travel through Great Yarmouth and these responses are shown in the Chart 3 below:

Chart 3: Purpose of travel through Great Yarmouth

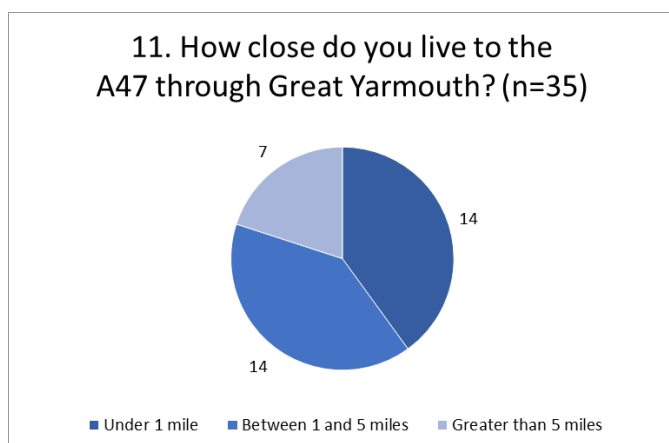


5.3.2 A total of 12 respondents who answered this question indicate that they travel through Great Yarmouth on local journeys. 11 say that they travel through Great Yarmouth on their commute. A small number of respondents selected long distance journeys and local business as their reasons for travelling through Great Yarmouth.

5.4 Proximity to Great Yarmouth

5.4.1 Question 11 asks respondents to select their proximity to Great Yarmouth. These responses are shown in the Chart 4 below:

Chart 4: Proximity to Great Yarmouth



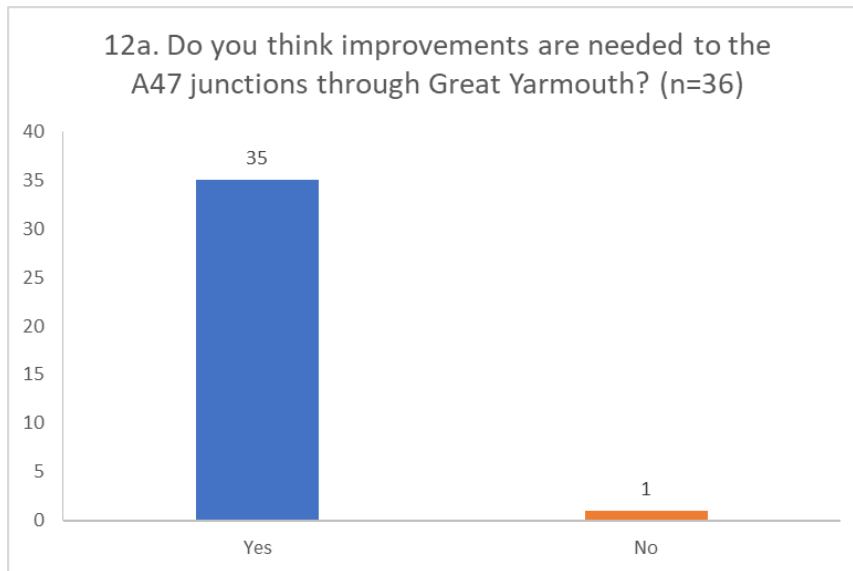
5.4.2 Of the 35 respondents who answered this question 14 indicate that they live under 1 mile away, and 14 indicate that they live between 1 and 5 miles away. Seven indicate that they live more than 5 miles away.

6 General Need for Improvements

6.1 Response to question 12

6.1.1 Question 12a asks respondents to select whether they agree or disagree that improvements are needed and these responses are shown in the Chart 5 below:

Chart 5: Responses on the need for improvements to the Great Yarmouth junctions



6.1.2 A total of 35 respondents selected yes, the improvements are needed, while only one respondent selected no.

6.1.3 Question 12b asks respondents to summarise their reasons for their response to 12a. These are discussed in section 6.2 below which summarises the views of the 33 respondents who answer question 12b as well as respondents who provide comments on the need for improvements within their answers to other questions in the consultation.

6.2 Comments supporting the need for improvement at the Great Yarmouth junctions

Congestion

6.2.1 The most common reason respondents give for supporting improvements at the Great Yarmouth junctions is congestion, which they say causes severe traffic delays, particularly at peak times. Respondents suggest that this is caused by traffic on the roads leading into and out of the junctions, as well as stemming from the junctions themselves. A few respondents suggest that the junctions are currently not resilient enough and accidents cause a standstill.

6.2.2 Some respondents comment specifically that the volume of traffic in Great Yarmouth has increased over the years. One respondent cites reasons such as the increase in day travellers and the increase in the mobility of older people, and a few respondents suggest that the junctions and roads leading to them are no longer 'fit for purpose'. A few respondents, including Suffolk Chamber of Commerce, comment that improvements should aim to accommodate future traffic growth due to an increase in local jobs and housing. Some respondents express concern about the impact of traffic delays on local businesses, as journey times are unpredictable, and could halt investment into the town.

'We are aware from our members' experiences that the case for improving junctions at Great Yarmouth is overwhelming since the existing Vauxhall and Gapton roundabouts to the north of Great Yarmouth are unable to cope with the existing volume of traffic and suffer from significant congestion in particular during the peak periods. This has a significant impact on trips to and from Lowestoft and other areas within Suffolk and the proposed improvements should aim to alleviate existing congestion and accommodate anticipated traffic growth.' - Suffolk Chamber of Commerce

- 6.2.3 Many respondents comment that the congestion affects trips to and from Lowestoft and other areas within Suffolk, where one respondent comments that it is easier to travel to and park in Lowestoft to avoid hold ups. A few respondents comment specifically on congestion leading into Great Yarmouth, tailbacks on Lawn Avenue, North Quay and the Acle Straight.
- 6.2.4 Some respondents comment on the traffic and congestion issues at specific junctions. In reference to Vauxhall Roundabout, several respondents comment on delays heading into Great Yarmouth from the A47 Acle Straight because of traffic waiting to turn right over Breydon Bridge to Lowestoft. One respondent comments that this leads to dangerous driving, noting that some drivers skip the queue by turning left onto Runham Road and immediately doing a U-turn so that they can immediately go over the roundabout.

"Heading down the A47 from Acle there are delays getting into Great Yarmouth. This is predominantly due to people turning right to go over Breydon Bridge. The length of the queue is longer than the slip road blocking all traffic. Some impatient and inconsiderate drivers use the left hand lane to turn right by cutting in on traffic on the roundabout. This is dangerous and will cause an accident." - User ID 771

- 6.2.5 A few respondents comment that traffic on Vauxhall Roundabout is also caused by those travelling north-west along the A149 Acle New Road, wishing to turn left over Breydon Bridge to Lowestoft, who cannot get into the correct lane in time. They mention that to skip the queue, some drivers go all the way around the roundabout to access the south-west exit. This causes extra traffic on the roundabout.
- 6.2.6 With regards to both Vauxhall Roundabout and Station Approach, several respondents comment that congestion is made worse by traffic travelling into and out of ASDA and Great Yarmouth railway station. Several respondents suggest that improvements are needed to the access and exits for ASDA and the railway station, with some giving suggestions. These are laid out in further detail in Section 9.
- 6.2.7 Respondents comment specifically on the levels of congestion at Gapton Roundabout. Several of these respondents suggest that tailbacks onto the roundabout are caused by retail traffic going into and out of Gapton Hall Retail Park. They say that better access is required for the retail park and some propose suggestions which are outlined in further detail in Section 11. Additionally, some respondents comment that traffic from the McDonald's drive-through causes an impasse on the route to the retail park.

"the real problem is with traffic entering and exiting the Gapton retail park with McDonalds located where it is traffic does not clear quickly enough on the Park" – User ID 746

- 6.2.8 A few respondents comment that a cause of congestion at Gapton Roundabout is the toucan crossing just north of the roundabout and one respondent suggests that traffic lights on this roundabout are a major cause of congestion.

“The fallout of the traffic lights on this roundabout are bordering on the ridiculous. The tailback south, goes beyond the next roundabout, affects the traffic from Bradwell via the traffic weight restriction, and this causes until misery to motorists.” – User ID 767

- 6.2.9 Some respondents comment on driver behaviour at Gapton Roundabout, for example drivers leave large gaps between cars on the stretch of road between Harfreys and Gapton Roundabouts which adds to the congestion.

Safety

- 6.2.10 A few respondents say that driver safety is currently an issue at Gapton and Vauxhall roundabouts. They suggest that this is caused by drivers on these junctions not moving over to allow traffic to merge and dangerous driving as noted above.
- 6.2.11 Comments on specific issues about Gapton Roundabout are covered in more detail in Section 11.

Design and layout

- 6.2.12 Some respondents express concerns about the current layouts of Vauxhall and Gapton roundabouts, suggesting that they are confusing. This is particularly the case with Gapton Roundabout, which is occasionally described as ‘dangerous.’

“This is the worse of them all, poorly designed, confusing lay out, which always puzzles new visitors to the town and I'm use to expecting people changing lanes without indicating.” – User ID 758

- 6.2.13 A few respondents comment on the road conditions at these roundabouts, suggesting that landscaping is poor and that the roads require maintenance.

6.3 Comments opposing the need for improvement at the Great Yarmouth junctions

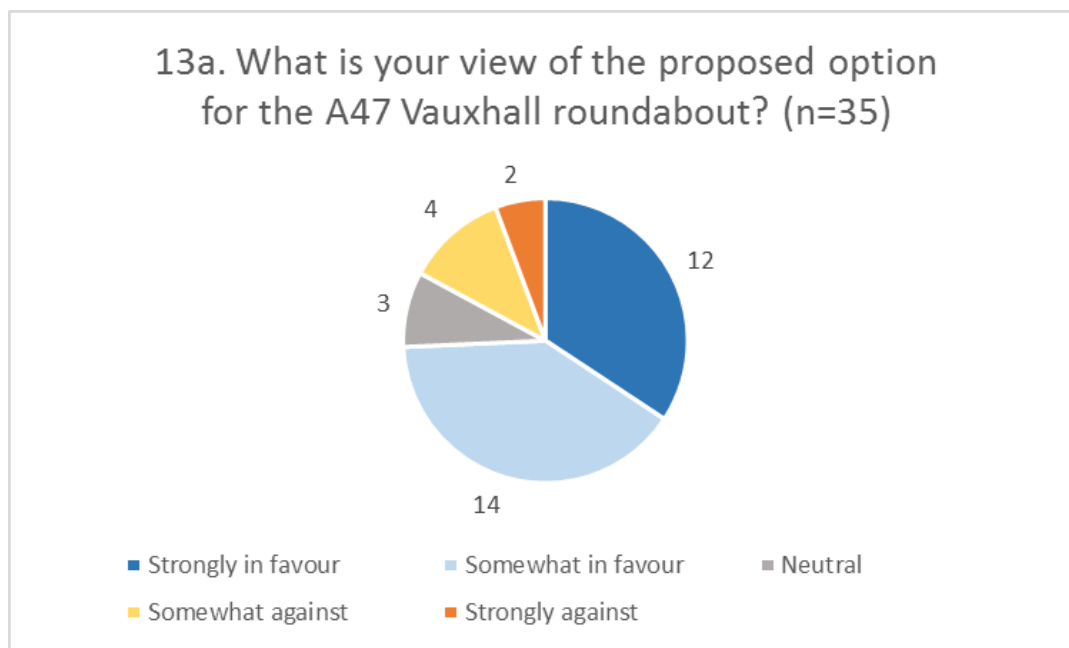
- 6.3.1 Very few respondents say that improvements are not required at Vauxhall Roundabout and Gapton Roundabout. Some of these respondents comment that there are currently no issues, whereas others suggest that traffic issues stem from elsewhere, for example on the Acle Straight, which would not be addressed by improving capacity at the junctions. A small number comment that the current traffic lights at Gapton Roundabout are fine and do not need changing.

7 Comments on Vauxhall Roundabout

7.1 Response to question 13

7.1.1 Question 13a asks respondents to select their level of support for the proposed changes to the A47 Vauxhall Roundabout and these responses are shown in the Chart 6 below:

Chart 6: Responses on the proposed option for the A47 Vauxhall Roundabout



7.1.2 The majority of the 35 respondents who answered this question are somewhat in favour (14) or strongly in favour (12) of the proposed changes. Two are strongly against, four somewhat against the proposals and three of respondents remain neutral on this question.

7.1.3 Question 13b asks respondents to summarise their reasons for their response to 13a. These are discussed in Section 7.2 below which summarises the views of the 26 respondents who answer question 13b as well as respondents who provide comments on the A47 Vauxhall Roundabout within their answers to other questions in the consultation.

7.2 Comments supporting changes to Vauxhall Roundabout

Traffic flow

7.2.1 Several respondents comment that the changes proposed for Vauxhall Roundabout will successfully improve traffic flow by increasing the capacity of the roundabout. A few respondents also say that the added signals as well as the oval shape of the roundabout will address bad driver behaviour issues which contribute to congestion.

Design and layout

7.2.2 Respondents express general support for the changes proposed for the Vauxhall Roundabout and a few respondents explicitly express support for the widening of the railway bridge.

- 7.2.3 Several respondents support the implementation of a toucan crossing on Runham Road, as they believe it will improve safety for cyclists and pedestrians. Further comments regarding provisions for cyclists, pedestrians and other users is discussed in Section 8.
- 7.2.4 Some respondents who generally support the changes to Vauxhall Roundabout express concerns regarding specific elements of the proposal. A few respondents oppose the new toucan crossing on Runham Road, stating that it will cause traffic. One respondent comments that traffic flow may already be improved without the need for additional traffic lights given the proposals to widen the roundabout and create a right turn at Station Approach. Conversely, one respondent supports the signalisation of the roundabout but does not approve of the road capacity improvements.

7.3 Comments in opposition to the changes to Vauxhall Roundabout

Congestion

- 7.3.1 Several respondents express concerns about the signalisation of Vauxhall Roundabout. Some query whether traffic lights effectively help with traffic flow and several say they would increase congestion, specifically during construction. A few respondents believe generally that roundabouts should not have traffic lights.

“If Gapton Hall Roundabout is anything to go by it would seem that installing traffic lights at the Runham Vauxhall Roundabout would not ease the traffic congestion. When traffic lights failed at Gapton Hall Roundabout the traffic flowed freely.” - User ID 761

Environment

- 7.3.2 The Broads Authority raises several concerns about the proposals for Vauxhall Roundabout. They express concerns about the visual impacts of the proposal and say that the extension of the carriageways could have a negative impact on the Breydon Water area. They request further justification of why the land-take required for the proposed changes could not be restricted to the east of the A47, instead of the Breydon Water side. They also comment that the new bridging of the railway to the south of Vauxhall Roundabout could have a visual impact, although they concede that the impact could be negligible as this entails the widening of a bridge that already exists.
- 7.3.3 One respondent comments on the need for efficient surface water drainage. They state that previous road alterations have not taken this into account which has led to damage to their property.

7.4 Suggestions to Vauxhall Roundabout

- 7.4.1 Several respondents make suggestions for how the proposed changes at Vauxhall Roundabout could be improved. A few comment that lane separation is required to separate Great Yarmouth bound traffic and Acle bound traffic.
- 7.4.2 Some respondents comment that much of the traffic during the holiday season comes from drivers travelling to Caister and the northern part of Great Yarmouth which causes a tailback on the roundabout. They suggest a slip road is required to divert this traffic before it arrives at the roundabout.

Other suggestions put forward by respondents include:

- 7.4.3 Several respondents comment that the cause of traffic at the roundabout is due to problems on the Acle Straight which need to be addressed. Several say that the extended dualling of this road is required giving the accident rate as justification.

“I think an extension of the dualled approach to the roundabout from Acle Road would improve the traffic flow and prevent those wishing to go into town or to Lawn Avenue from being held up by those wishing to cross the Brendon [sic] Bridge.” - User ID 752

- 7.4.4 Norfolk County Council comments that dualling the Acle straight is a top priority for 2020 and that the proposed improvements for the Vauxhall junction should be designed to accommodate this.

“The proposed improvements at Vauxhall Junction should be designed so as to ensure that the revised junction is capable of incorporating future dualling of the Acle Straight; both in terms of its ability to accommodate traffic flows as well as in terms of its physical alignment .” - Norfolk County Council

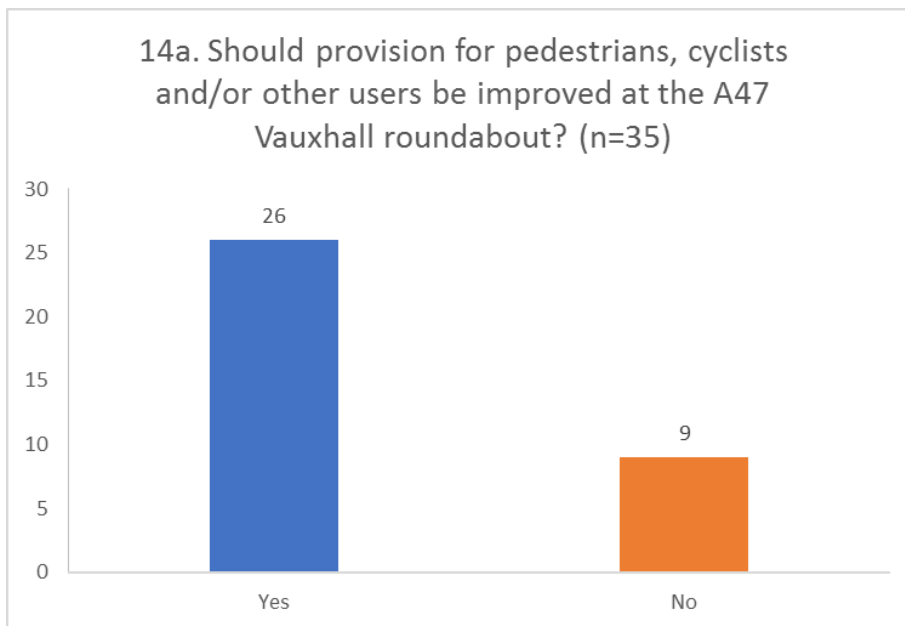
- 7.4.5 One respondent comments that any potential land-take at the western entrance to Vauxhall Roundabout should take into account future needs for a lane between the existing A47 and the Great Yarmouth to Norwich rail line.
- 7.4.6 One respondent suggests that a slip road should be created for traffic leaving town that wishes to go south across Breydon Bridge, which they suggest should be dualled.
- 7.4.7 The Broads Authority also comments that any improvements to the area around the railway station should acknowledge this is also the primary access point to the Broads from the town.

8 Provision for pedestrians, cyclists and/or other users at the Vauxhall Roundabout

8.1 Response to question 14

8.1.1 Questions 14a asks respondents to select whether they believe that provisions for pedestrians, cyclists, equestrians and/or other users need to be improved at Vauxhall Roundabout. These responses are shown in the Chart 7 below:

Chart 7: Responses on the provision for pedestrians, cyclists, equestrians and/or other users at Vauxhall Roundabout



8.1.2 From the 35 respondents who answered this question, 26 agree that improvements to provisions for pedestrians, cyclists, equestrians and/or other users are needed at the A47 Vauxhall Roundabout, whereas nine do not.

8.1.3 Question 14b asks respondents to summarise their reasons for their response to 14a. These are discussed in Section 8.2 below which summarises the views of the 27 respondents who answer question 14b as well as respondents who provided comments on the A47 Vauxhall Roundabout within their answers to other questions in the consultation.

8.2 Comments supporting further provision for pedestrians, cyclists and/or other users at the Vauxhall Roundabout

8.2.1 Several respondents including the Broads Authority, comment that Vauxhall Roundabout requires safety improvements for cyclists and pedestrians so that adoption of more sustainable travel methods are encouraged. Respondents comment that the safety railings on the roundabout are on the wrong side of the pavement and do not protect pedestrians in the case of an accident. Several respondents comment that an underpass would be a better solution for pedestrians than the proposed traffic lights at Runham Road.

“Toucan crossing is wrong at Vauxhall should be an underpass so having total separation on a major junction.” - User ID 760

- 8.2.2 Some respondents including Great Yarmouth Cycle Forum comment that improved access for pedestrians and cyclists to the Vauxhall Holiday Park and the Premier Inn is required.
- 8.2.3 Great Yarmouth Cycle Forum comments that they were not aware that the path leading from the toucan crossing on Yarmouth Road was also a cycleway, as it appears too narrow and does not have the signage to suggest that it can be used by cyclists.

8.3 Comments opposing further provision for pedestrians, cyclists and/or other users at the Vauxhall Roundabout

- 8.3.1 Several respondents comment that pedestrians and cyclists rarely use this roundabout and some suggest that there are better routes for cyclists, for example Haven Bridge. One respondent comments that the priority should be for improvements to be made for motorised vehicles.

*“Is there evidence that these users would use improved provision
Rarely see these users using this area to travel except walking to holiday park in good weather ”
- User ID 770*

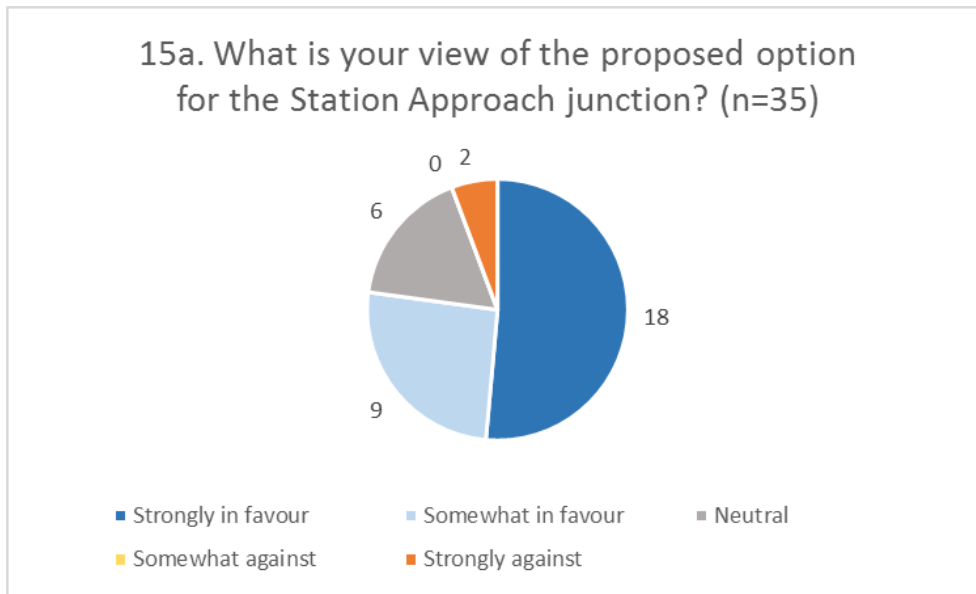
- 8.3.2 Some respondents comment that the provisions for cyclists and pedestrians at this roundabout are already adequate and no further improvements are required.

9 Comments on Station Approach

9.1 Response to question 15

9.1.1 Question 15a asks respondents to select their level of support for the proposed changes to Station Approach and these responses are shown in the Chart 8 below:

Chart 8: Responses on the proposed changes to Station Approach



9.1.2 Of the 35 respondents who answered this question, 18 are strongly in favour of the proposed changes and nine are somewhat in favour. Only two respondents are strongly against, none somewhat against the proposed changes and six respondents remain neutral.

9.1.3 Question 15b asks respondents to summarise their reasons for their response to 15a. These are discussed in Section 9.2 below which summarises the views of the 24 respondents who answer question 15b as well as respondents who provide comments on the proposed changes to Station Approach within their answers to other questions in the consultation.

9.2 Comments supporting changes to Station Approach

Support

9.2.1 The most common reason for support given by respondents (including Suffolk County Council) is that the new right turn option will benefit traffic flow on the Vauxhall Roundabout, allowing direct access from Great Yarmouth railway station and ASDA onto the A149 Acle New Road southbound towards Great Yarmouth town centre. One respondent believes that this will encourage people to shop in the centre of town rather than head straight home. Some respondents, including Norfolk County Council, call for this change to be made as soon as possible, ahead of the other junction improvements.

“The right turn option at the station approach is by far the most important improvement negating the need for cars to congest the already busy, Vauxhall Roundabout just to go onto the Southbound A149 Acle new road. This will greatly improve traffic flow” - User ID 100054

9.3 Comments opposing changes to Station Approach

Congestion

- 9.3.1 A few respondents express concern that the right turn at Station Approach will obstruct the flow of traffic into Great Yarmouth from Vauxhall Roundabout.

9.4 Suggestions to Station Approach

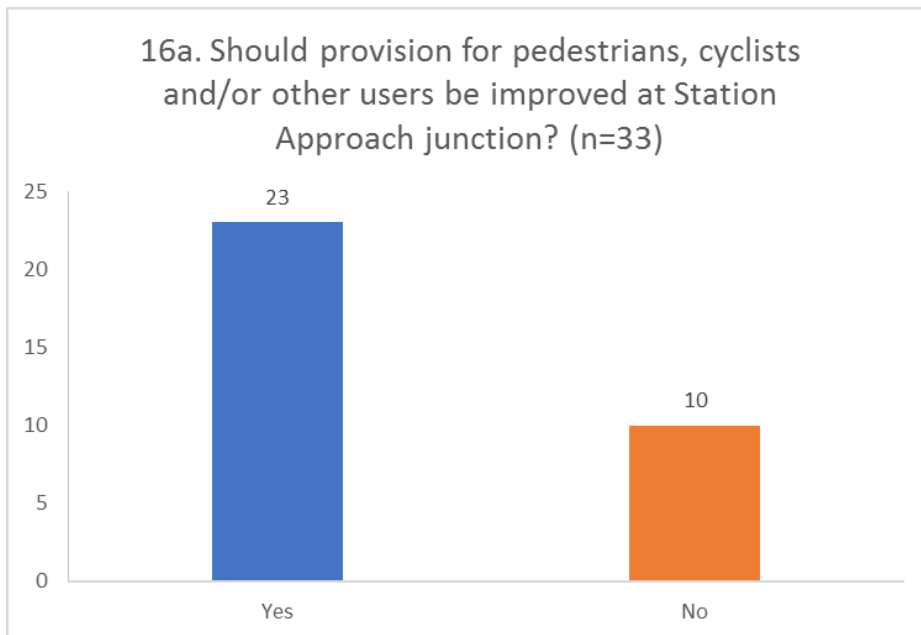
- 9.4.1 Some respondents provide additional suggestions to the proposed option for Station Approach. A few respondents suggest that Vauxhall Bridge over the river Bure could be repaired and used for light traffic. This would allow direct access to the town centre, North Quay and Staples roundabout without requiring a right turn from Station Approach.

10 Provision for pedestrians, cyclists and/or other users at Station Approach

10.1 Response to question 16

10.1.1 Question 16a asks respondents to comment on whether they believe that provisions for pedestrians, cyclists, equestrians and/or other users need to be improved at Station Approach. These responses are shown in the Chart 9 below:

Chart 9: Responses on the provision for pedestrians, cyclists, equestrians and/or other users at Station Approach



10.1.2 Of the 33 respondents who answered this question, 23 agree that improvements are needed to provisions for pedestrians, cyclists, equestrians and/or other users, whereas ten do not.

10.1.3 Question 16b asks respondents to summarise their reasons for their response to 16a. These are discussed in Section 10.2 below which summarises the views of the 24 respondents who answer question 16b as well as respondents who provide comments on provisions for pedestrians, cyclists, equestrians and/or other users within their answers to other questions in the consultation.

10.2 Comments supporting further provision for pedestrians, cyclists and/or other users at Station Approach

10.2.1 Several respondents comment that improvements could be made at Station Approach to make it safer for pedestrians and cyclists. Some respondents say that access to the station can be complicated and dangerous and that footpath improvements should be made to the station. The Broads Authority asks for the main access to Wherryman's Way, near to the station, to be worked into the scheme by improving signage.

10.2.2 Several respondents comment that the Vauxhall Bridge should be improved for pedestrians and one respondent comments that more improvements could be made to it to cater for cyclists.

10.2.3 One respondent suggests that an underpass is required for pedestrians to cross safely.

10.3 Comments opposing further provision for pedestrians, cyclists and/or other users at Station Approach

10.3.1 Several respondents comment that the current provisions for pedestrians work well and improvements are not needed. One respondent comments that although the provisions are adequate, lighting could be improved.

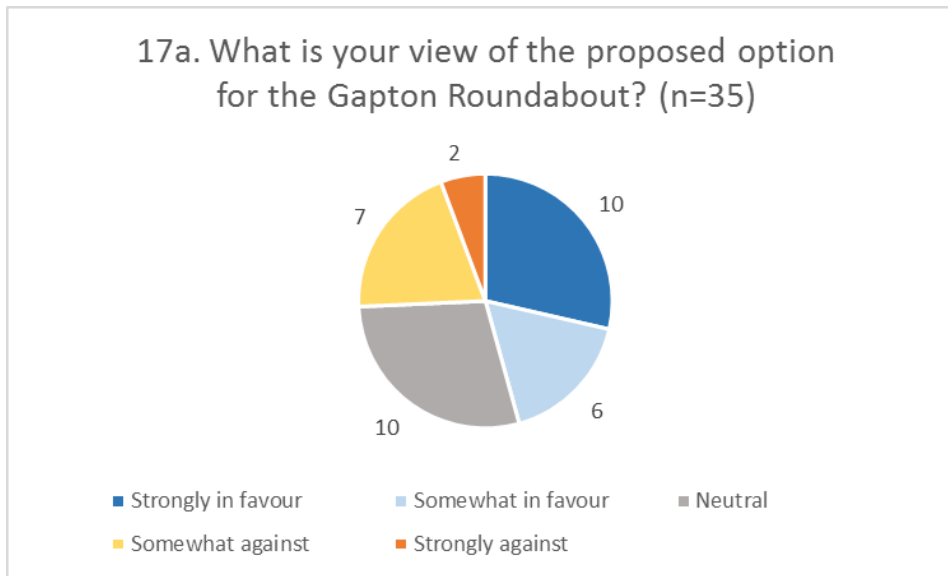
“The existing pedestrian crossings in front of the Station site are recognised as being quite good - I am not sure what else would be needed.” - User ID756)

11 Comments on Gapton Roundabout

11.1 Response to question 17

11.1.1 Question 17a asks respondents to select their level of support for the proposed changes to Gapton Roundabout and these responses are shown in the Chart 10 below:

Chart 10: Responses on the proposed changes to Gapton Roundabout



11.1.2 Of the 35 respondents who answered this question, ten are strongly in favour of the proposed changes and six are somewhat in favour. Seven say they are somewhat against the proposed changes, whereas two respondents are strongly against them. Ten respondents are neutral.

11.1.3 Question 17b asks respondents to summarise their reasons for their response to 17a. These are discussed in Section 11.2 below which summarises the views of the 28 respondents who answer question 17b as well as respondents who provided comments on the changes proposed for Gapton Roundabout within their answers to other questions in the consultation.

11.2 Comments supporting changes to Gapton Roundabout

Traffic flow

11.2.1 Few respondents express support for the changes proposed for Gapton Roundabout in their comment. Of those who do, some suggest that traffic signals will benefit the traffic flow and reduce the number of accidents. One respondent comments that the changes proposed will only ease congestion if the lights favour traffic bound for Great Yarmouth.

11.2.2 The Broads Authority comments that the changes proposed to Gapton Hall would have no visual impact on the Broads.

11.3 Comments opposing changes to Gapton Roundabout

Congestion

- 11.3.1 Several respondents who comment on the changes to Gapton Roundabout express concern that the traffic lights will not address current issues and will create further congestion and request that all traffic lights should be removed from this roundabout. Respondents, including Suffolk County Council, refer to a previous signalling scheme implemented at this junction which was unsuccessful in improving traffic flow and was subsequently removed. They comment that the removal of these traffic lights improved traffic flow and one comments that traffic flowed freely when the traffic lights were not working.
- 11.3.2 One respondent queries how the proposed changes to Gapton Roundabout will address the issue of drivers going around the roundabout instead of turning from the appropriate lane (as mentioned above in Section 6).

“We have had this roundabout controlled completely by traffic lights before and it didn’t work. Once traffic lights for vehicles travelling south to north were removed it improved traffic flow overnight.” - User ID 746

Design/Engineering

- 11.3.3 A few respondents comment that the proposals must include improved access in and out of Purley Court for Gapton Hall Retail Park. They believe that this is required to successfully address traffic flow issues on Gapton Hall Road. Norfolk County Council asks for further information on how the proposed changes to Gapton Roundabout will impact the entrance to Gapton Hall Retail Park. A few respondents comment that Gapton Roundabout has a confusing layout with roads merging quickly and poor road markings leading to hazardous driver behaviour.
- 11.3.4 Several respondents express opposition to the proposal to retain the toucan crossing where it is, as they say it causes traffic issues on the roundabout and for drivers travelling north towards Vauxhall Roundabout. Some suggest removing it or moving it further away from the roundabout.

11.4 Suggestions to Gapton Roundabout

- 11.4.1 Some respondents suggest that clearer markings are required to guide drivers into the correct lane.
- 11.4.2 Other suggestions for improvements to Gapton Roundabout include:
- A slip road for those travelling north onto Gapton Hall Road onto the A47, which would reduce traffic on the roundabout;
 - ‘Ovalising’ the roundabout and extending the length of dualling proposed for the junction access points, allowing more time for traffic to merge;
 - Reducing the size of Gapton Roundabout and installing traffic lights installed on the roads leading to it;
 - A flyover over the roundabout;
 - A left turn onto the A47 from Tesco.

11.4.3 Respondents give recommendations for how to improve access to Gapton Hall Retail Park, which include:

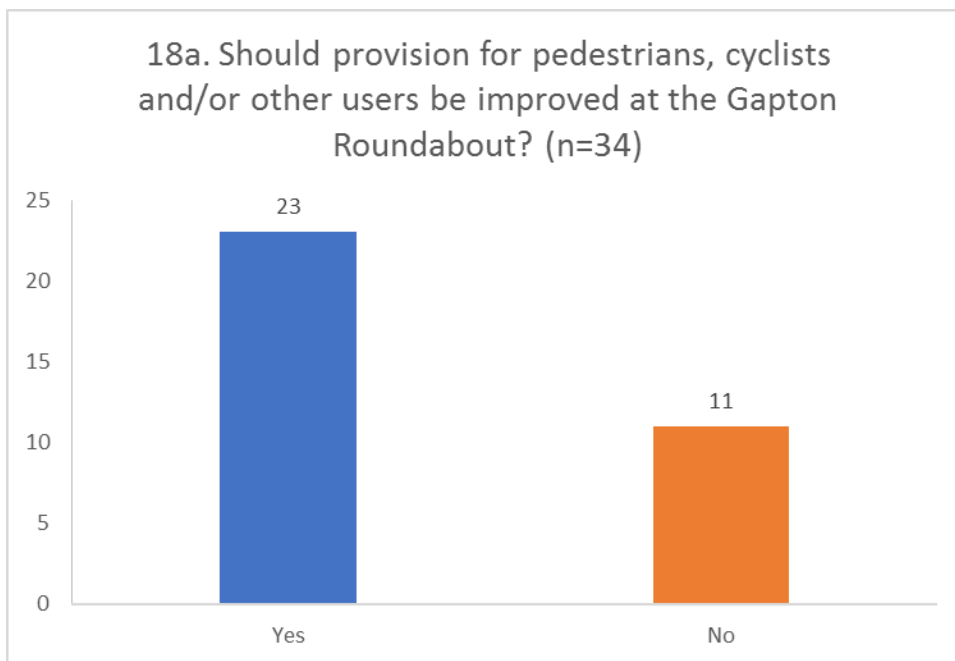
- A signalised right turn into Purley Court;
- A dedicated slip road for the retail park;
- A small roundabout leading into the retail park;
- Widening the road with an additional carriageway near the retail park; and
- Making the turning from Gapton Hall Retail Park a left turn instead of a right turn.

12 Provision for pedestrians, cyclists and/or other users at Gapton Roundabout

12.1 Response to question 18

12.1.1 Question 18a asks respondents to comment on whether they believe that provisions for pedestrians, cyclists, equestrians and/or other users need to be improved at Gapton Roundabout. These responses are shown in the Chart 11 below:

Chart 11: Responses on the provision for pedestrians, cyclists, equestrians and/or other users at Gapton Roundabout



12.1.2 Of 34 respondents who answered this question, 23 agree that improvements are needed to provisions for pedestrians, cyclists, equestrians and/or other users, whereas 11 do not.

12.1.3 Question 18b asks respondents to summarise their reasons for their response to 18a. These are discussed in Section 12.2 below which summarises the views of the 24 respondents who answered question 18b as well as respondents who provided comments on provisions for pedestrians, cyclists, equestrians and/or other users within their answers to other questions in the consultation.

12.2 Comments supporting further provision for pedestrians, cyclists and/or other users at Gapton Roundabout

12.2.1 Some respondents comment that safety could be improved for cyclists and pedestrians at Gapton Roundabout as they state it is currently dangerous. One respondent comments this is particularly necessary as there is a school, retail park and supermarket nearby and another specifies that there are many lanes to cross. One respondent suggests that better safety railings should be installed.

12.2.2 A few respondents comment that improved provision for cyclists and pedestrians would encourage more sustainable transport methods such as walking and cycling.

12.2.3 One respondent says that the proposed full signalisation of this roundabout would help with safety of pedestrians and cyclists.

12.3 Suggestions for NMU provisions at Gapton Roundabout

12.3.1 Some respondents agree that more provisions are needed for cyclists and pedestrians but say that the traffic flow still needs to be maintained. Other suggestions include:

- If traffic lights are installed for pedestrians, they should remain green until activated;
- The pedestrian crossing should be moved further away from the roundabout;
- An underpass should be built for pedestrians, as opposed to traffic lights; and
- A footbridge to be created.

"A bridge or under pass would be better than lights as they hold the traffic up." - User ID754)

12.3.2 Norfolk County Council suggests that cyclists and pedestrians may be better served by creating facilities across the A12 to the south of the junction rather than the north (as proposed).

12.4 Comments opposing further provision for pedestrians, cyclists and/or other users at Gapton Roundabout

12.4.1 Several respondents comment that the provisions for cyclists and pedestrians are currently adequate and therefore do not need improving.

13 Additional Comments

13.1 General support

- 13.1.1 Some respondents including Great Yarmouth Borough Council, Suffolk Chamber of Commerce and Norfolk County Council express general support to the junction improvements laid out in this consultation and suggest that the changes be implemented as soon as possible.
- 13.1.2 Suffolk Chamber of Commerce, Suffolk County Council and Norfolk County Council believe that the improved junctions as laid out in the consultation document would be beneficial to economic and business growth in the local region.

13.2 Environmental concerns

- 13.2.1 The Broads Authority expresses concern that both roundabout improvements could impact unknown archaeological sites, as the Broads area has been identified by Highways England as an area of exceptional potential for waterlogged archaeology.

13.3 Mitigation

- 13.3.1 One respondent expresses concern for how construction traffic will be mitigated if construction is to take place on both roundabouts at the same time.
- 13.3.2 The Broads Authority comments that the proposed planting for the mitigation of visual impacts should be considered appropriately so that it does not create a negative visual impact. They further comment that noise mitigation barriers could also have a visual impact and suggest that mitigation measures and monitoring are put in place to assess impacts on wildlife habitats during the construction phase.
- 13.3.3 One respondent expresses specific support for Highways England's commitment to using modern lighting to reduce light pollution.

13.4 General comments on provisions for pedestrians, cyclists and/or other users

- 13.4.1 Some respondents comment that access for pedestrians and cyclists needs to be improved across all junction improvements in the consultation. One respondent comments that bus and rail options between Great Yarmouth and Norwich should be improved to relieve pressure from the road network.

“Just increasing traffic capacity at the junction isn't going to solve local transport problems. Instead, we would like to see major improvements to local walking, cycling, public transport and rail. GY suffers high levels of deprivation and many people don't own a car - their travel needs should be catered for. Pitifully little effort has been made to improve sustainable transport in Great Yarmouth.” - User ID 773

- 13.4.2 Norwich Cycling Campaign comments that cyclists currently struggle to cross the A47 and this should be improved along with the provisions laid out in the consultation document.

13.5 Additional Suggestions

Congestion

- 13.5.1 One respondent comments that the only way to reduce congestion on this stretch of road is to reduce the traffic volume. They refer to discussions about a relief road being built from a new junction off the A47 near the Vauxhall Caravan Park to join Caister Road at its junction with Jellicoe Road, which they believe would remove much of the traffic on Vauxhall Roundabout.
- 13.5.2 One respondent comments that there is an issue with drivers travelling at 50mph on the Acle Straight between Great Yarmouth and Acle when they should be driving at 60mph. This adds to the congestion in this area. They suggest that this may be caused by poor signage.

Design / Route

- 13.5.3 One respondent suggests that the only long-term solution for congestion is the construction of a third river crossing to allow drivers from the south heading to Yarmouth to avoid Vauxhall and Gapton Roundabouts.
- 13.5.4 Some respondents including Norfolk County Council, express the need for full dualling of the A47 while a few others comment that the stretches of dualling proposed at the junctions should be made as long as possible.

Engineering

- 13.5.5 One respondent suggests that construction materials should be transported into Great Yarmouth by rail to reduce construction traffic.
- 13.5.6 As full signalisation is proposed for both roundabouts, Great Yarmouth Borough Council Economic Development Committee request that Microprocessor Optimised Vehicle Actuation technology be used. They say this will be more responsive to traffic conditions and will help to optimise traffic flows at the junctions.
- 13.5.7 The Committee, along with a few other respondents, also suggest that Beacon Business Park roundabout should be signposted. One respondent recommends that traffic should also be directed to Beccles, Belton, Burgh Castle and Bradwell.

Harfrey's roundabout

- 13.5.8 Several respondents (including Norfolk County Council, Suffolk Coastal District Council, Waveney District Council and Great Yarmouth Borough Council) express disappointment that the consultation does not include Harfrey's roundabout and some request this to be reviewed. Norfolk County Council mentions that changes to Harfrey's roundabout may be a more beneficial transport improvement given the plans for the Great Yarmouth Third River Crossing which will connect to Harfrey's roundabout. Great Yarmouth Cycle Forum comment that although Harfrey's roundabout is not part of the consultation they would like improved crossing facilities for cyclists and pedestrians at this junction.

14 Comments on the Consultation Process

14.1 Consultation brochure and questionnaire

14.1.1 Several respondents and stakeholders comment that details are missing from the consultation brochure: The Broads Authority comments that the map legend in the consultation brochure implies that the consultation refers only to a designated ecological area. The consultation does not mention that it is also a landscape area. They add that the details of potential impacts and methods of mitigation to the environment during construction are not clearly stated in the consultation document. Norfolk County Council comments that no information is provided about how local roads or footpaths will cross the dualling. A few respondents request more detailed drawings of the plans laid out in the consultation document.

14.2 Requests for further information or engagement

14.2.1 Several stakeholders comment that further assessments are required. Requests include assessments of environmental, landscape and visual impacts, as well as economic and traffic assessments. Some respondents, including Suffolk Chamber of Commerce and Suffolk County Council, comment that no information has been provided to demonstrate that the options put forward in this consultation represent value for money and they suggest that more economic assessments are needed. Suffolk County Council and Norfolk County Council note that no traffic information has been provided in the consultation document to support the case for improving the proposed junctions in Great Yarmouth and request further traffic modelling. The Broads Authority requests appropriate archaeological assessments to take place prior to any construction work.

14.2.2 Some respondents and stakeholders including Norfolk County Council and the Broads Authority request further engagement from Highways England as the scheme develops. Suffolk Coastal and Waveney District Council comment that the proposed improvements to the A47 could exacerbate issues further south and they urge that this to be kept under constant review. A respondent from ASDA House requests further information on the proposed works so that ASDA can assess how severely they will be affected by the proposed construction works.

15 Issues Raised

15.1 Overall Consultation Responses

15.1.1 The Public Consultation was not expected to generate a large number of significant responses. The reason for this was the scale and nature of the schemes being proposed.

15.1.2 Overall, the majority of attendees were satisfied with the proposals made by Highways England. A number of comments made centred around alternative improvements to the strategic road network, such as on the Acle Straight, but these were outside of the study area.

15.2 Single Option Responses and Results

15.2.1 The comments received from the public to the single options presented for the Vauxhall Roundabout, Station Approach Junction and Gapton Roundabout were generally supportive of the proposals.

15.3 Consultation Responses Outside Current Scope

15.3.1 A number of alternative suggestions were made regarding improvements to the road network beyond the study area. These included:

- Improvements to NCC local roads, which are outside the control of HE. These comments have been collated and communicated to NCC;
- Improvements to be made to junctions removed from the original study area (i.e. Harfreys roundabout, James Paget Junction, Bridge Road Junction). The nature of improvements at these junctions is, however, largely dependent upon schemes which are not yet committed;
- Improvements to the wider trunk road network, such as in Lowestoft (or further east) and along the Acle Straight. These comments have been noted by Highways England for consideration as future improvement schemes.

15.4 Alternative Options put forward at Public Consultation

15.4.1 No alternative options were proposed by the public at the consultation events or submitted via mail or email.

16 Conclusions and recommendations

16.1 Conclusion

- 16.1.1 The consultation about the improvement of the A47 at the Great Yarmouth Junctions received 51 responses.
- 16.1.2 Respondents generally support the need for improvements at the Great Yarmouth junctions. Congestion at these roundabouts and the roads leading into them is a chief concern. Respondents suggest that this has been exacerbated by the increase in traffic in Great Yarmouth over the years, and that capacity at these roundabouts is no longer adequate. Respondents also comment that the layout and road markings at these junctions causes confusion among drivers and that this combined with the congestion leads to poor driver behaviour.
- 16.1.3 Respondents suggest that congestion issues at Vauxhall Roundabout are compounded by traffic from Great Yarmouth Station and ASDA. Many suggest that the proposed right turn to be implemented at Station Approach would greatly benefit this. Respondents also emphasise traffic issues on the A47 across Breydon Bridge both for traffic heading north-east towards Great Yarmouth and for traffic travelling south-west.
- 16.1.4 Respondents generally express support for the changes proposed for Vauxhall Roundabout, although a few comment that signalisation may not be required, as the redesign of the roundabout and the right turn at Station Approach would adequately address traffic flow issues. Respondents also comment that the improvements suggested for Vauxhall Roundabout may have limited effect on congestion if the issues on the Acle Straight are not considered, with respondents calling for this road to be dualled.
- 16.1.5 The changes proposed for Station Approach are generally supported as respondents feel that the right turn will improve congestion on Vauxhall Roundabout. They give additional suggestions for how improvements could be made for light traffic and non-motorised users such as cyclists and pedestrians by utilising the Vauxhall Bridge.
- 16.1.6 Regarding congestion issues at Gapton Roundabout, respondents refer to retail traffic from Gapton Hall Retail Park. They give suggestions beyond those proposed in the consultation document for how this issue could be addressed. Respondents express concerns about the plans for full signalisation, referring to a previous unsuccessful scheme to signalise this roundabout. They suggest alternative ways to improve Gapton Roundabout.
- 16.1.7 Across all junctions referred to in these proposals, respondents give suggestions for provisions for non-motorised users. Respondents are divided into those who believe provisions are currently adequate and those who think improvements are required. Across all junctions respondents suggest the need for an underpass or footbridge as opposed to a traffic light-controlled pedestrian crossing, which they feel may add to congestion.

16.2 Recommendations

- 16.2.1 It is recommended that the proposed options presented at Public Consultation be confirmed by the Secretary of State for Transport as the Preferred Route.
- 16.2.2 As the preliminary design of the junction improvements are developed the traffic and economic benefits of the proposals should be continually assessed to confirm the viability of the schemes against Highways England's objectives.

- 16.2.3 The environmental impacts of the proposals should be fully assessed and in particular a full and comprehensive archaeology assessment shall be undertaken in the areas affected by the proposed works.
- 16.2.4 The proposed improvements at Vauxhall Junction should be designed to ensure that the revised junction is capable of incorporating future dualling of the Acle Straight; both in terms of its ability to accommodate traffic flows as well as in terms of its physical alignment.
- 16.2.5 At the Gapton Roundabout consideration should be given to improving the access arrangements to the Gapton Hall Retail Park due to the impact that congestion from traffic entering the retail park has on the operation of the Gapton Roundabout.
- 16.2.6 Careful planning of the construction phase should be implemented if construction is to take place on both Vauxhall and Gapton roundabouts at the same time.
- 16.2.7 Further assessment of the required provision for non-motorised users shall be undertaken at all junctions proposed for improvement to ensure that adequate and appropriate provision is provided.

Appendix A – Public Consultation Brochure

Appendix B – Questionnaire

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