

**A47 corridor improvement scheme**  
Public consultation report  
A47 Blofield to North Burlingham

Road Investment Strategy  
A47 Improvements  
Blofield to North Burlingham  
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 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:
- 1.1.4 <https://www.gov.uk/government/publications/road-investment-strategy-for-the-2015-to-2020-road-period>
- 1.1.5 HE recently launched its annual Delivery Plan 2017 – 2018, which can be read and downloaded at:
- 1.1.6 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/635613/Highways\\_England\\_Delivery\\_Plan\\_Update\\_2017-2018.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/635613/Highways_England_Delivery_Plan_Update_2017-2018.pdf)
- 1.1.7 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.
- 1.1.8 The A47 runs for 115 miles from the A1 west of Peterborough to the east coast ports of Great Yarmouth and Lowestoft.
- 1.1.9 Over half of the road is single carriageway.
- 1.1.10 The cities of Peterborough and Norwich attract additional traffic, particularly during the morning and evening peak periods.
- 1.1.11 There has been rapid growth over the past decade, especially in Peterborough where the population increased by 16% between 2001 and 2011.
- 1.1.12 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.
- 1.1.13 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.
- 1.1.14 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/A11 Thickthorn junction; junction improvement

- A47 Great Yarmouth Junctions; junction improvements to Vauxhall roundabout and Gapton roundabout

## **1.2 Purpose of non-Statutory Public Consultation**

- 1.2.1 The purpose of the non-Statutory 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 Blofield to North Burlingham**

- 1.4.1 The Blofield to North Burlingham section of the A47 is located approximately 9 kilometres to the east of Norwich. This 2.6km of single carriageway, forms a part of the main arterial highway route connecting Norwich with Great Yarmouth to the east.
- 1.4.2 The section of A47 between Blofield and North Burlingham acts as a bottleneck, resulting in congestion and leading to longer and unreliable journey times. This section of the A47 also has a poor safety record.
- 1.4.3 In developing this scheme HE aim to address these issues by upgrading the existing section of single carriageway to a high quality dual carriageway.
- 1.4.4 The scheme will support economic growth by making journeys safer and more reliable.

## **1.5 Scheme Objectives and Proposals**

- 1.5.1 HE's Strategic Business Plan sets out the objectives of the proposed A47 Blofield to North Burlingham Dualling scheme as:

### **Supporting Economic Growth**

- 1.5.2 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**

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

### **A More Free-Flowing Network**

- 1.5.4 Increasing the resilience of the road in coping with incidents such as collisions, breakdowns, maintenance and extreme weather. The improved route between Blofield and North Burlingham will be more reliable, reducing journey times and providing capacity for future traffic growth.

### **Improved Environment**

- 1.5.5 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**

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

### **Value for Money**

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



## 2 Proposals Presented for Public Consultation

### 2.1 Our Proposed Options

2.1.1 We have developed 4 route options for consultation.

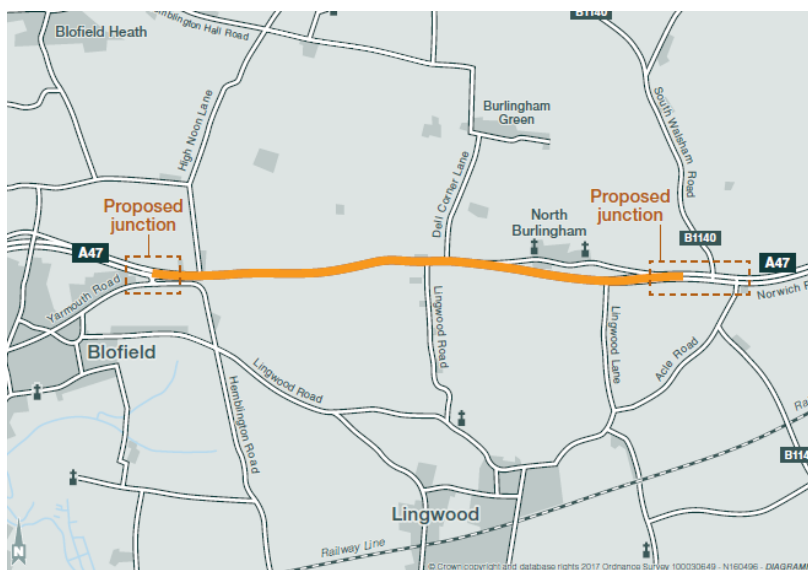
- Dualling the existing A47.
- Building a new dual carriageway to the north and to the south of the existing A47.
- Building a new dual carriageway to the south of the existing A47.
- Building a new dual carriageway to the south of the existing A47.

2.1.2 Where we propose to build a new road, the existing carriageway will be retained for access to fields, farms, properties and for non-motorists where possible.

### 2.2 Proposed Option 1

2.2.1 Option 1 proposes improving the single carriageway section of the A47 between Blofield and North Burlingham to dual carriageway standard by constructing a new section of dual carriageway.

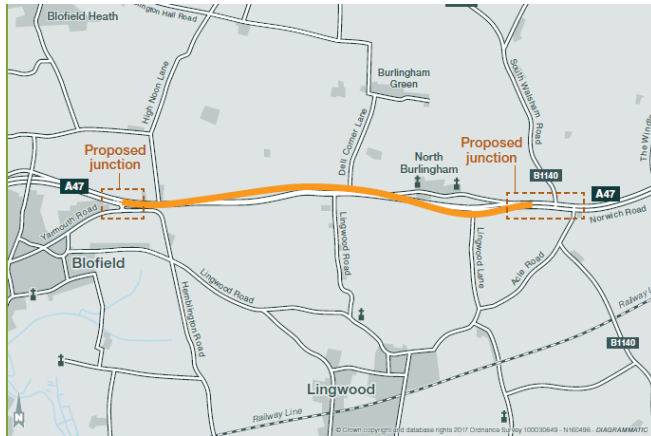
2.2.2 The new carriageway will include new junctions. This option would attempt to use as much of the existing carriageway as possible. However, due to the differences between single and dual carriageway standards, it may not be possible to achieve this in all locations.



### 2.3 Proposed Option 2

2.3.1 Option 2 proposes building a new dual carriageway to the north and to the south with the new dual carriageway running to the north of the A47 as the route heads east away from the village of Blofield and to the south of the existing A47 as the route passes the village of North Burlingham, crossing the existing A47 between the villages.

2.3.2 The route passes predominantly through open farm land. The remaining existing A47 would, where unaffected by the new dual carriageway, become part of the local road network.

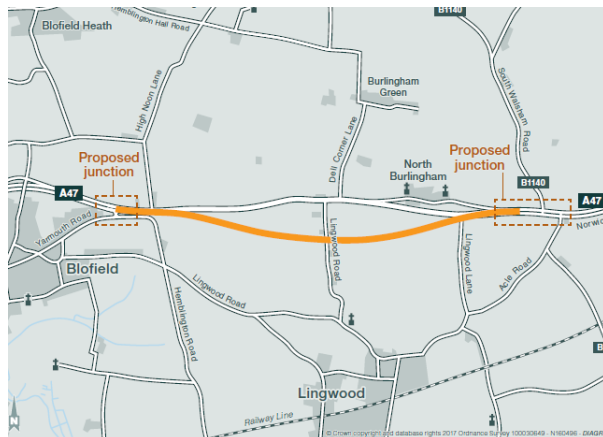


## 2.4 Proposed Option 3

2.4.1 Option 3 proposes building a new dual carriageway to the south.

2.4.2 The route passes predominantly through open farm land. The proposed route of the A47 corridor to the south of the existing is effectively a new highway corridor, so we would need to acquire land along the route to accommodate the improvements.

2.4.3 The remaining existing A47 would, where unaffected by the new dual carriageway, become part of the local road network.

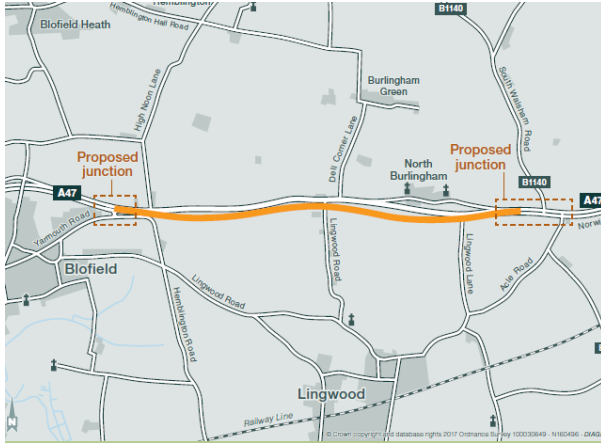


## 2.5 Proposed Option 4

2.5.1 Option 4 proposes building a new dual carriageway to the south.

2.5.2 The route passes predominantly through open farm land. The proposed route of the A47 corridor to the south of the existing is effectively a new highway corridor, so we would need to acquire land along the route.

2.5.3 The remaining existing A47 would, where unaffected by the new dual carriageway, become part of the local road network.



## 2.6 Alternative Options

- 2.6.1 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.
- 2.6.2 Further information regarding review of alternative options, prior to Public Consultation, including a copy of the Non-Technical Summary Report can be found at the following website location:
- <http://www.highways.gov.uk/a47Improvement>
- 2.6.3 Please click through the appropriate links to download and view the Non-Technical Summary Report.

## **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
  - A map showing constraints around the local area
  - 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 proposal 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 Brochures and questionnaires were also deposited at The Forum in the centre of Norwich.

### **3.2 Advertising**

- 3.2.1 The Public Consultation Exhibition was 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](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, held on the 13 and 14 March 2017 for Norwich and Peterborough, respectively;
  - Advertisements in local newspapers; Norwich Evening News, Eastern Daily Press and Great Yarmouth Mercury;
  - Interviews on local television news and radio;
  - Notices posted at strategic locations around the Blofield, North Burlingham and Lingwood area before the Exhibition;
  - Leaflet drops were undertaken around Blofield and North Burlingham;
  - Notices posted at the exhibition venue on the days of the exhibition;
  - A 'static' advertisement was set up at the Forum in central Norwich (refer to Section 3.6 for further details).

### **3.3 Public Information Exhibition**

- 3.3.1 The Public Information Exhibitions (PIEs) were held on 29, 31 March and 1 April 2017. Details are shown in Table 3.1 below, including the number of visitors that attended. The

exhibition was attended by staff from Highways England and its consulting engineers Amey, 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, including the following:
- Welcome board (including an introduction to the scheme);
  - A47 Blofield to North Burlingham (including details of why the scheme is needed);
  - Objectives of the scheme;
  - Environmental constraints plan;
  - Proposed option 1 (with a diagrammatic layout drawing of the proposed option);
  - Proposed option 2 (with a diagrammatic layout drawing of the proposed option);
  - Proposed option 3 (with a diagrammatic layout drawing of the proposed option);
  - Proposed option 4 (with a diagrammatic layout drawing of the proposed option);
  - What happens next? (with board details of the overall scheme programme);
  - How to respond? (with details of the various methods for completing the questionnaire).
- 3.4.2 In addition, plans were available to view on tables, including option drawings and Ordnance Survey base mapping.

### 3.5 Attendance at Exhibition

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

**Table 3.1 Public Information Exhibitions Details**

Venue	Date	Opening Times	Number of Visitors
The Forum Millennium Plain Norwich NR2 1TF	Tue 14 Mar	1pm – 3pm MPs, Councillor and stakeholder Preview	Not recorded
Lingwood Village Hall	Wed 29 Mar	3pm – 8pm	154

Venue	Date	Opening Times	Number of Visitors
Blofield Courthouse	Fri 31 Mar	10am – 5pm	94
Lingwood Village Hall	Sat 1 Apr	10am – 2pm	75

### **3.6 Additional material on display**

3.6.1 An additional 'static' panel was set up at The Forum in central Norwich 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.

### **3.7 Meetings with affected parties**

3.7.1 As part of the consultation process, the HE actively sought to discuss the proposals with parties directly affected by the proposals, such as landowners and those with business interests or development proposals in the scheme area.

3.7.2 A number of meetings took place and consultation will continue as design progresses.

## 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 441 received from the following channels:

**Table 1: Number of responses by type**

Type of responses	Count
Online response form	168
Response form hardcopy	124
Emails/letters	149
<b>Total</b>	<b>441</b>

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 Blofield 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 questions<sup>1</sup>. 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)	288
9. How often do you travel through the A47 Blofield to North Burlingham route? (Daily; Weekly; Monthly; Not at all)	284
10. For what purpose do you travel through the A47 Blofield to North Burlingham route? (Local journeys; Long distance journeys; Local business; Commuting)	167
11. How close do you live to the A47 Blofield to North Burlingham route? (Under 1 mile; Between 1 and 5 miles; Greater than 5 miles)	291

<sup>1</sup> See section 4.3.2 interpreting the charts

12a. Do you think improvements are needed to the A47 Blofield to North Burlingham route? (Yes; No)	290
12b. Please explain the reason for your response	283
13a. What is your view of the proposed option 1 for the A47 Blofield to North Burlingham route? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	283
13b. Are there any reasons for your choice?	230
14a. What is your view of the proposed option 2 for the A47 Blofield to North Burlingham route? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	277
14b. Are there any reasons for your choice?	192
15a. What is your view of the proposed option 3 for the A47 Blofield to North Burlingham route? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	279
15b. Are there any reasons for your choice?	218
16a. What is your view of the proposed option 4 for the A47 Blofield to North Burlingham route? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	279
16b. Are there any reasons for your choice?	206
17a. Should provision for pedestrians, cyclists, equestrians or other users be improved on the A47 Blofield to North Burlingham route? (Yes; No)	280
17b. Please explain the reason for your response	245
18. Please use this space if you wish to make further comments (including non-fitting letters or emails)	273

### **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.

- 4.3.3 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.

4.3.4 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).

#### **4.4 Quality Assurance**

4.4.1 DbyD 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.

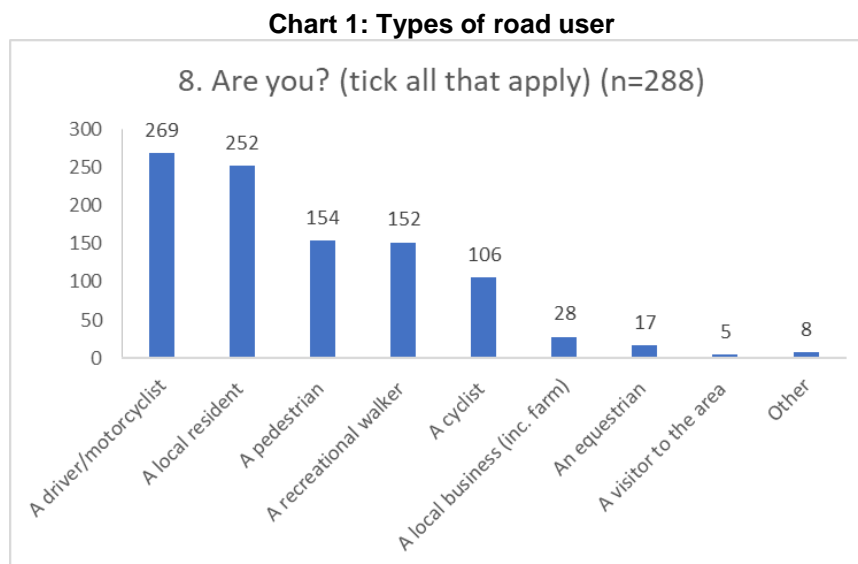
4.4.2 A senior member of staff reviews a sample of the work of all our trained data entry staff. If any errors are identified they are corrected and an increased proportion (up to 100%) of the work is reviewed where a series of errors are found.

4.4.3 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 Quantitative Analysis

### 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. The responses are shown in the chart 1 below:

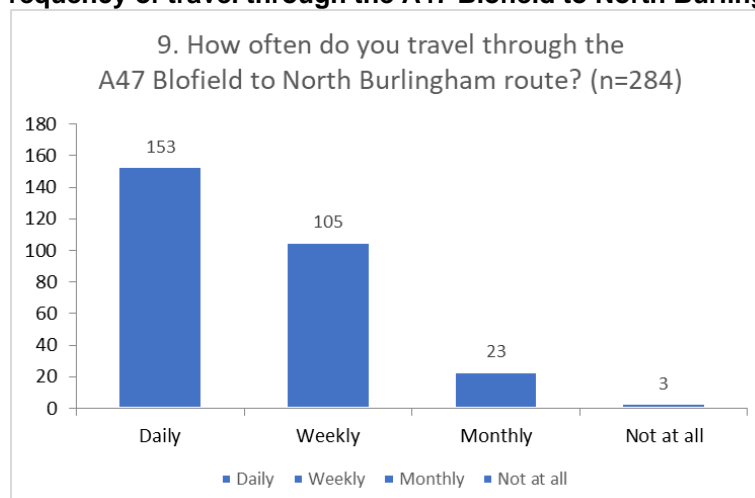


5.1.2 269 of the 288 respondents who answered this question identify themselves as drivers or motorcyclists, 252 identified themselves as local residents and just over 150 identified themselves as pedestrians and/or recreational walkers. A smaller number of respondents selected other descriptions.

### 5.2 Frequency of travel through the A47 Blofield to North Burlingham route

5.2.1 Question 9 asks respondents to select how often they travel through the A47 Blofield to North Burlingham route and these responses are shown in the chart 2 below:

**Chart 2: Frequency of travel through the A47 Blofield to North Burlingham route**

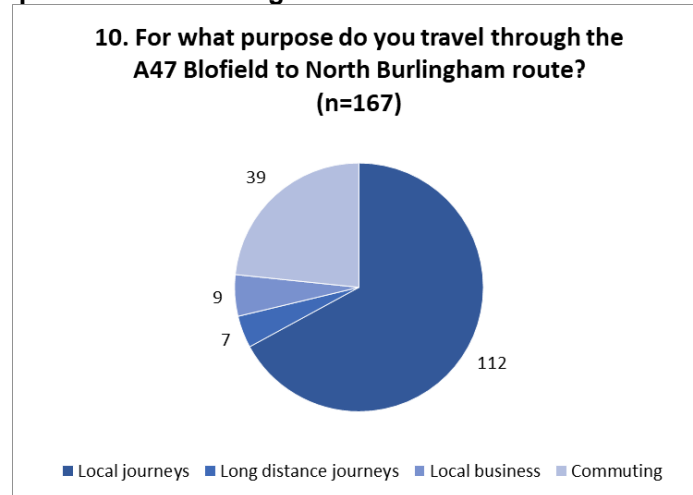


5.2.2 A total of 153 respondents indicated that they travel through the A47 Blofield to North Burlingham route on a daily basis, with 105 indicating they travel through weekly and 26 monthly (23) or not at all (three).

### 5.3 Purpose of travel through the A47 Blofield to North Burlingham route

5.3.1 Question 10 asks respondents to select the purpose of their travel through the A47 Blofield to North Burlingham route and these responses are shown in the chart 3 below:

**Chart 3: Purpose of travel through the A47 Blofield to North Burlingham route**

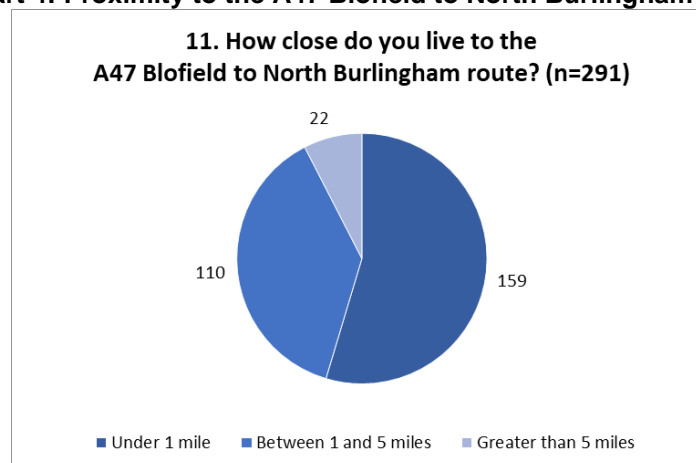


5.3.2 Of the 167 respondents who answered this question, 112 indicated that they travel along this route on local journeys. 39 said that they travel along this route on their commute. Nine respondents who answered this question travel along this route for local business and seven travel through Blofield and North Burlingham for long distance journeys.

### 5.4 Proximity to the A47 Blofield to North Burlingham route

5.4.1 Question 11 asks respondents to select their proximity to the A47 Blofield to North Burlingham route. These responses are shown in the chart 4 below:

**Chart 4: Proximity to the A47 Blofield to North Burlingham route**

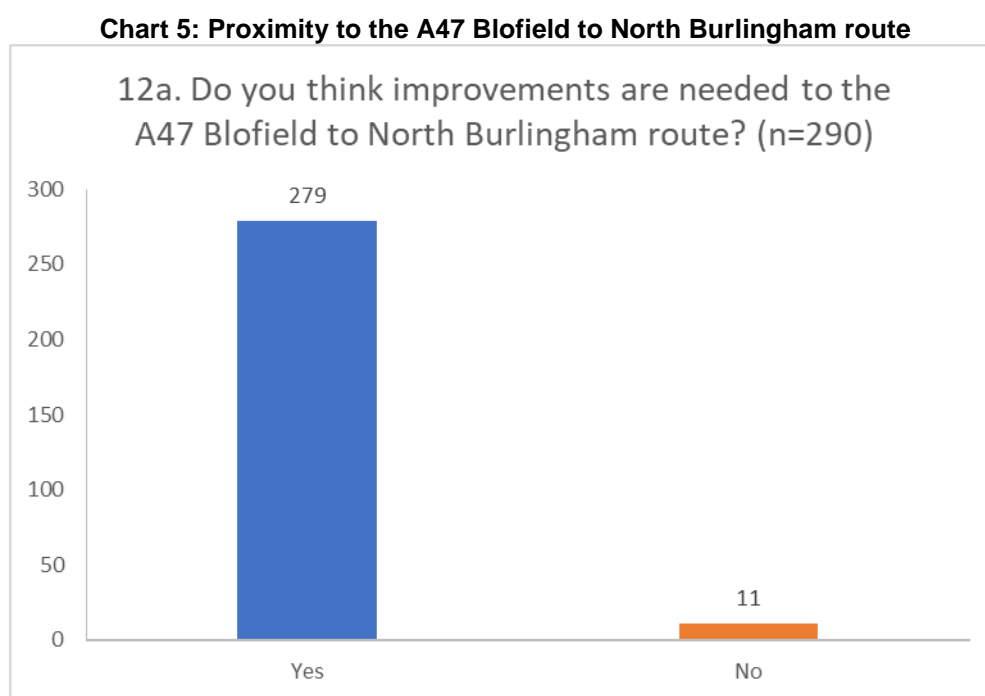


5.4.2 Of the 291 respondents who answered this question 159 indicated that they live under 1 mile away, and 110 indicated that they live between 1 and 5 miles away. 22 indicated that they live more than 5 miles away.

## 6 The 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 to the A47 Blofield to North Burlingham route and these responses are shown in the chart 5 below:



- 6.1.2 The large majority of the 290 respondents who responded to this question agree that improvements are needed to the A47 Blofield to North Burlingham route with 279 selecting yes compared to 11 who 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 283 respondents who answered question 12b as well as respondents who provided comments on the need for improvements within their answers to other questions in the consultation.

### 6.2 Comments supporting the need for improvements

#### Congestion/Traffic/Capacity

- 6.2.1 Many respondents comment on the need to reduce congestion and improve journey times between Blofield and North Burlingham. Some respondents express concern about frequent bottlenecks along the route, particularly at the sections where two lanes merge to a single carriageway. They add that the congestion along the single carriageway at peak times increases the concentration of traffic at the roundabout to the west of the Blofield bypass section, which makes entry to the A47 from Blofield and Brundall difficult.
- 6.2.2 Some respondents say there are traffic delays specifically at commuter times and during holiday periods, as well as delays for drivers attempting to access the A47 from local roads. Local traffic uses smaller roads to bypass the A47 which affects local villages and a few respondents comment that these roads are unsuitable for the volume of traffic that uses them. They also identify slow-moving HGVs and farming vehicles as causes for the build-up of

traffic (particularly from vehicles that access the Cantley sugar beet factory during certain months of the year) as the single carriageway does not allow for overtaking, which also causes driver frustration.

- 6.2.3 Some respondents express concern about the impact that future traffic increase will have on the road. Several of these respondents suggest that planned housing developments in Blofield and Brundall will necessitate the improvement of the A47 as local traffic increase would have a particular impact on the Cucumber Lane/Yarmouth Road roundabout and the Brundall roundabout. One respondent also comments that plans for a factory close to the Blofield roundabout will considerably increase the numbers of vehicles trying to exit onto the roundabout.

### **Safety**

- 6.2.4 Safety is the most common reason given by respondents who support the need for improvements. Many of them comment on the high rate of accidents along this stretch of the A47, particularly where the dual carriageway merges with the single carriageway. Some of these respondents suggest that drivers are impatient or inattentive on these sections, attempting to cut in as the lanes merge, endangering other drivers and sometimes shunting into the back of other cars.
- 6.2.5 Many respondents express safety concern about the White House junction (A47/B1140) and Lingwood junction. Some respondents report that visibility is poor and that slip roads are too short, specifically at the White House junction. Several respondents comment that driver behaviour is also a factor that affects the safety at these junctions, for example, drivers ignoring the 50mph speed limit and ignoring the 'Give Way' signs at the White House junction.

*“As a local doctor I have attended multiple fatal and serious accidents on this stretch of the A47 over the last 20 years. If safety of drivers is the main concern then I believe that this stretch of road should be a dual carriageway without access to the local road network.” – User ID 1228*

- 6.2.6 A few respondents also say that the road poses a danger to cyclists and pedestrians which is discussed in more detail in Chapter 11.

### **Engineering, design and construction**

- 6.2.7 Many respondents feel that the junctions and slip roads on this stretch of the A47 require improvement, giving specific reference to the White House junction, South Walsham Road junction and Dell Corner Road. These respondents express concern about joining or crossing the A47 from all local side roads, as the high volume and speed of traffic at busy times does not allow much time between cars for drivers to pull out onto the road. They add that there are no filter lanes along this stretch, which adds further difficulty to joining the flow of traffic and that there is not enough room on the carriageway to pass waiting vehicles at junctions which contributes to hold-ups.

*“Turning right into Dell Corner Lane means that you take your life into your own hands in that other drivers try to squeeze past off the road, also drivers will not anticipate that someone may be leaving the carriageway and there have been shunts behind my car as I'm waiting to turn.” – User ID 1152*

### **6.3 Comments opposing the need for improvements**

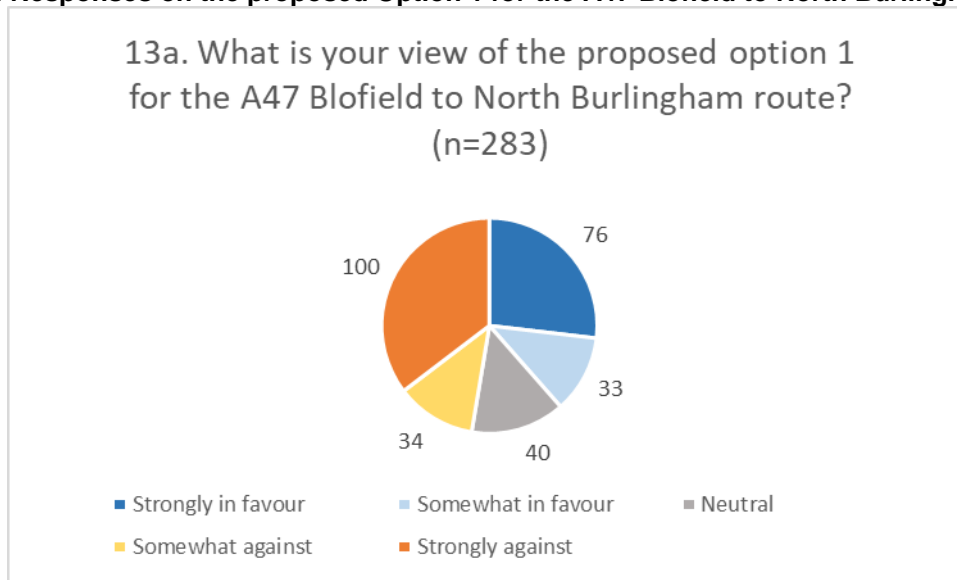
- 6.3.1 A few respondents give reasons for why they believe improvements are not needed to this section of the A47. A small number comment that the congestion issues are not significant enough to justify improvements to the road and the subsequent loss of countryside, as well as prolonged period of roadworks on the village of Blofield.
  
- 6.3.2 Some other respondents express concern about the environmental impacts of road improvements and the increase of carbon emissions from traffic increase. One respondent believes that the existing narrow road encourages drivers to obey the speed limit which reduces the impact of noise pollution on Blofield. Other respondents comment that the Acle Straight and the local road between Lingwood and Blofield are more of a priority for improvements than the proposed scheme.

## 7 Comments on Option 1

### 7.1 Response to Question 13

7.1.1 Question 13a asks respondents to select their level of support for Option 1 and these responses are shown in the chart 6 below:

**Chart 6: Responses on the proposed Option 1 for the A47 Blofield to North Burlingham route**



7.1.2 Around two fifths of the 283 respondents to this question indicated they are in favour of Option 1 (76 strongly and 33 in favour) but almost half indicated they are opposed with 100 strongly against and 34 somewhat against. The remaining 40 chose to remain neutral.

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 230 respondents who answered question 13b as well as respondents who provided comments on Option 1 within their answers to other questions in the consultation.

### 7.2 Comments supporting Option 1

#### Routing

7.2.1 Many of the respondents who support Option 1 say this is because it largely follows the existing road, reducing the need for land take, and the impact on the environment or villages such as Lingwood. They feel this is the most logical and practical approach as the route is already established as well as being more direct than the other proposed options.

7.2.2 Some argue there is no issue with the current alignment of this section of the A47 and so it would be more sensible for Highway England to widen the existing road.



## **Engineering, design and construction**

- 7.2.3 Some respondents note that the current road is in good condition. They argue that widening and upgrading the existing route will save time and money compared to establishing an entirely new route and the construction and land acquisition costs will be less.
- 7.2.4 A couple of respondents acknowledge that the impact on traffic during construction of Option 1 would be greater than the other options but feel this would provide the best layout long-term and should still be progressed.
- 7.2.5 Other respondents refer to the gas line that runs parallel to the south of the existing A47. They argue that Option 1 will have less impact on this than the other options which will simplify the design and construction and reduce costs.

## **Environment**

- 7.2.6 Many respondents feel that because Option 1 has the smallest requirement for land take, it is therefore the most environmentally friendly option as it will avoid using or damaging green belt land, open countryside and habitats that support wildlife.

*“It is an upgraded improvement on what is already there and causes minimal disruption to surrounding countryside” – User ID 1240*

## **Socio-economic**

- 7.2.7 Many of the respondents who support Option 1 say it will lessen the impact on local agricultural businesses by minimising the acquisition of farmland. Some argue the area has already lost too much agricultural land to road projects and that farmland in such a ‘climatically favourable area’ should be protected at a national level (User ID 100305).
- 7.2.8 Some respondents feel that other businesses in the area are less likely to be impacted by Option 1 as traffic will follow the same path as before and will not require huge amounts of land-take or traffic re-direction.
- 7.2.9 A few respondents note that Option 1 avoids Lingwood village and impacts fewer homes and properties compared to the other options. Several respondents support this option because it does not impact the allotments in Blofield.

*“In the long run it causes the least disturbance to local residents” – User ID 1253*

## **Safety**

- 7.2.10 A few respondents comment on the safety benefits of Option 1, not adding details. One respondent says there will be a visibility benefit as the route is reasonably straight.

## **Suggestions/Caveats**

- 7.2.11 Several respondents say they would support Option 1 fully if certain caveats are addressed in further development of the proposals. These caveats are:
- The existing junctions joining this stretch of the A47 must be improved as well as the dualling;
  - An underpass should be built as part of the improvements to improve links between the villages on either side, specifically Burlingham Green and North Burlingham to Lingwood;
  - The improvements must address current flooding issues on the road towards Blofield.

## 7.3 Comments opposing Option 1

### Congestion/Traffic/Capacity

- 7.3.1 Many respondents who oppose Option 1 say a large proportion of local journeys will be significantly longer due to a lack of connectivity between local destinations and villages forcing long detours for residents and congestion on small village lanes. They report that the lanes affected are particularly narrow and in heavy use by farming equipment which means they are prone to obstruction and not capable of handling increased volume of cars.
- 7.3.2 Other respondents argue that using the existing road means there will continue to be just one viable through-route missing an opportunity to separate local traffic from national or regional traffic, and provide extra capacity to relieve traffic in the event of an accident on the A47. They say this lack of resilience will continue to affect the local lanes if Option 1 is progressed.
- 7.3.3 Some respondents express concern that the current A47 is not designed to handle a higher traffic volume due to the quality of the road surface, bends in the route and difficult junctions. They say that dualling will not address this and may even make the situation worse due to higher speeds and more cars.

### Routing

- 7.3.4 Many respondents who strongly object to the routing of Option 1 do so because of its effect on local access routes between villages and to the A47.
- 7.3.5 The most frequently raised issue is the impact a dual carriageway would have on access to Dell Corner Road. Some respondents highlight that drivers travelling to North Burlingham from Burlingham Green would have to take an extensive detour, turning a half-mile journey into a 4-mile circuit.

*"Access from side roads will be restricted thus pushing local village traffic to find alternative routes to join A47, at either Cucumber Lane roundabout, White House junction, or new junction/roundabout at east end of Blofield bypass" – User ID 100334*

- 7.3.6 Some respondents also argue that Option 1 will have a severe impact on emergency vehicle response time, which they report as especially significant due to Burlingham House; a 49-bed dementia care home located on Dell Corner Road, which frequently requires ambulance attendance. These respondents stress that access is needed from both east and west to Dell Corner Road and Main Road.
- 7.3.7 Respondents also raise concerns that no improvement is clearly proposed for Acle Road, Lingwood Road and Lingwood Lane Junctions, highlighting a general lack of access to the A47 for residents. They also note this impact extends to farmers who may have problems accessing their fields.

*"Our own property access and that of the adjacent farms would require to join the A47 with traffic speeds at 70mph which I would consider a recipe for disaster as our average use of property access 13-16 movements per day. " – User ID 100300*

### Engineering, design and construction

- 7.3.8 One of the issues raised most frequently by respondents opposing Option 1, including Broadland District Council, is the disruption to journeys during the construction period which

they believe will be more significant if work is required on the existing road rather than building a new road whilst the current route is still operational.

- 7.3.9 These respondents are very concerned about the lack of alternative routes available during construction and question how this impact will be mitigated and how residents will be able to access Burlingham. They say the effect on journeys during this period will be disastrous as there are already queues on this stretch of road at peak times, with several respondents saying the result will be chaos.
- 7.3.10 One respondent queries the cost of handling such disruption to traffic, arguing that the level of disruption would increase costs to Option 1 significantly compared to building a new road off-line.

### **Environment**

- 7.3.11 Some respondents are concerned that noise and air pollution in the local area will be greater during construction and after completion of Option 1 due to the increased speed and volume of traffic. They name North Burlingham, its local church (St Andrews), Burlingham Green, Hemblington and South Walsham as the main places that would suffer this impact.
- 7.3.12 Loss of mature trees that border the current road and impact on local wildlife habitats in nearby woods are also mentioned as potential impacts

### **Socio-economic**

- 7.3.13 Several respondents explain that North Burlingham and Burlingham Green consider themselves to be a single village and function as one community in their daily activity.

*“We consider North Burlingham and Burlingham Green to be one village and our activities very much reflect that.” – User ID 1264*

*“North Burlingham and Burlingham Green are in fact one single community, and this option would effect divide the community in half” – User ID 100354*

- 7.3.14 They stress that for this reason the impact that Option 1 would have on access between the two places would have a deep effect on the way of life of residents', isolating parts of the village. Several respondents say they would be cut off from their local church.

*“Our family member is the church warden at St Andrews Church and would be unable to gain access to the church with this option” - User ID 100300*

- 7.3.15 Some respondents are also concerned about the effect of traffic taking alternative routes through local villages, both during construction and following completion, as the lack of local links may force long detours through local lanes. They frequently name Blofield as an example of where this may be a problem.
- 7.3.16 Respondents raise concerns for their holiday letting business and the impact that the noise and disruption will have during the construction period, and the potential impact of local access issues for the businesses on Main Road. Several respondents object to the impact on the Old Post Office.

### **Safety**

- 7.3.17 Some respondents refer to safety issues exacerbated by the increase in traffic volume and speed they believe will result from dualling the existing route.

- 7.3.18 They note that joining the A47 is currently dangerous at most of the junctions so joining a dual carriageway would be even more difficult and dangerous. They also mention dangerous bends and visibility issues on the existing A47 which will be adopted by Option 1 as it follows the same route.
- 7.3.19 Some respondents raise safety impacts on the adjacent lanes rather than the A47 itself. They claim an increase in diverted traffic through these (both during and after construction) will be dangerous, and highlight that farm vehicles also use these lanes, increasing risk.

### **Suggestions**

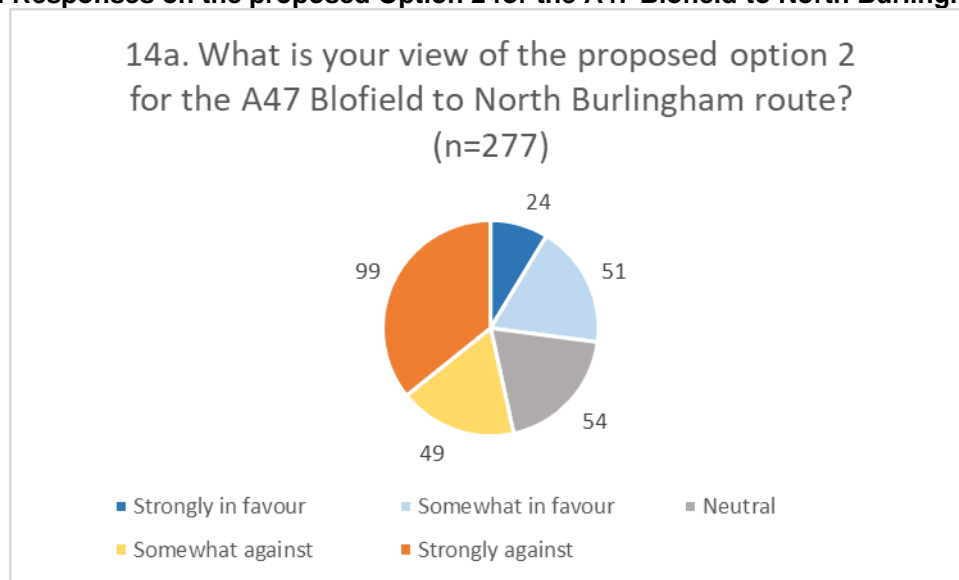
- 7.3.20 A few respondents point out that a gas line runs parallel to the existing route which should be considered when widening the road. One respondent suggests that widening at the western end of the route should be focused on the northern side of the A47, before switching to the southern side after Lingwood road.

## 8 Comments on Option 2

### 8.1 Response to Question 14

8.1.1 Question 14a asks respondents to select their level of support for Option 2 and these responses are shown in the chart below:

**Chart 7: Responses on the proposed Option 2 for the A47 Blofield to North Burlingham route**



8.1.2 Just over a quarter of the 277 respondents to this question express support for Option 2 while more than half say they are strongly against (99) or somewhat against (49). A fifth of respondents say they are neutral about this option.

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 192 respondents who answered question 14b as well as respondents who provided comments on Option 2 within their answers to other questions in the consultation.

### 8.2 Comments supporting Option 2

#### Routing

8.2.1 Respondents supporting Option 2 believe it will be beneficial to the residents and local businesses of Lingwood and Burlingham to leave the existing A47 in situ, as a local access road. Respondents suggest that having both roads will lighten the load on long-distance traffic using the new A47, by keeping local traffic on the old road. These arguments are also made for Option 3 and 4 as explained in Chapters 9 and 10. Furthermore, respondents think that cyclists, pedestrians and other NMUs will benefit from using the old road as it will be quieter. This is discussed further in Chapter 11.

8.2.2 Several respondents prefer Option 2 to the other options, because it follows the route of the original road very closely, which they believe will require less land take and limit traffic disruption during construction as the original road will remain open.

*'Can have the majority of the construction completed without interfering too much with the existing road.'* - User ID 1193

### **Engineering, design and construction**

- 8.2.3 Broadland District Council who is somewhat in favour of Option 2 because it would avoid major constraints such as the gas pipeline. A few respondents prefer this option as they believe that it will be cheaper.

### **Environment**

- 8.2.4 A minority of respondents who support Option 2 think it will have the least impact on the environment. Several respondents are pleased that this option does not take much farmland and that it would mainly use land adjacent to the existing road, which they believe is of limited environmental value.

*'This is my preferred option as it has the least impact on surrounding farmland, it runs close to the remaining road and allows safe access from/to Lingwood Lane onto a local road network before meeting the A47.'* – User ID 100292

### **Socio-economic**

- 8.2.5 Several respondents believe that Option 2 will have the least impact on local communities in Lingwood and Blofield. They suggest that only one house, the Old Post Office, will need to be demolished.

## **8.3 Comments opposing Option 2**

### **Routing**

- 8.3.1 Respondents who oppose Option 2 express concerns that this route will cut Burlingham Green off from Lingwood and North Burlingham and will remove access between the A47 and Dell Corner Lane. Some claim that this will result in a speculated 4.5 mile diversion for residents of Burlingham Green to access the new A47.

*"However, the Council is concerned regarding the potential impact upon residents of Burlingham Green wishing to access North Burlingham in the event that access to Dell Corner Lane is restricted or stopped up. The alternative route looks to be a 4.5 mile diversion."* - Broadland District Council

- 8.3.2 Several respondents raise other questions about junctions and local access if Option 2 is chosen. For example, a few ask how vehicles will access the existing A47 at Lingwood lane, expressing concern that they will need to cross four lanes of fast moving traffic and some express concerns that north to south access will be made more complicated. Some comment that if all traffic leaving Burlingham to access areas such as South Walsham or Hemblington will be required to travel via Dell Corner Lane, this will lead to an increase in traffic on the existing single track road, and cause congestion on local village roads.

### **Engineering, design and construction**

- 8.3.3 A large proportion of respondents who oppose Option 2 are concerned about the impact of the construction phase of Option 2. They fear there would be two years of intense disruption,

including congestion on the existing A47. They comment that this could cause rat-runs through local villages, which could increase local journey times and impact on the safety of local residents, as well as increasing noise and air pollution. A few respondents consider Option 2 will intersect a gas main, resulting in engineering problems.

- 8.3.4 Some respondents challenge this proposed option saying that it seems unnecessary to purchase land in order to dual the A47. A few comment that this option would lead to dangerous junctions where the new A47 meets the existing route.

*'It seems illogical to have to purchase land and create a brand new road when a perfectly good route already exists.'* - User ID 1263

### **Environment**

- 8.3.5 Several respondents who comment on Option 2 express concern that it would cross open farmland and a large proportion are unhappy that a line of mature poplar trees would need to be felled between Blofield and North Burlingham. A couple of respondents also mention a hedge where barn owls nest which they believe will have to be removed.

*"it will require the felling of a large number of mature poplar trees adjacent to the north of the present A47 single carriageway, between Blofield and North Burlingham."* – User ID 1269

### **Socio - Economic**

- 8.3.6 A large proportion of respondents comment that this route will have little or no benefit to the community of North Burlingham and a few mention properties on the side of the road which could be disrupted by this option,
- 8.3.7 The majority of opponents to Option 2 suggest the design does not address any of the problems posed by the current route. Respondents, including Lingwood and Burlingham Parish Council, believe that North Burlingham would become divided and, as mentioned in Option 1, respondents comment that residents and emergency vehicles would be unable to access various important amenities, including Burlingham House care home. They believe that their ease of access would be restricted and their quality of life would be affected.

*'This option appears to indicate that Dell Corner Lane will no longer have access to the A47. This would make all journeys longer and they would be on single track roads. If the road is closed at the A47 end, it will seriously delay access by emergency vehicles to Burlingham Green and the 49 bed Burlingham House dementia care home.'* - User ID 1214

- 8.3.8 Several respondents, mention the demolition of the Old Post Office, which would be required to implement Option 2.
- 8.3.9 A few respondents, including Norfolk County Council, mention St Andrew and St Peter's Church, North Burlingham, which they believe will be negatively impacted by Option 2 as the road would be moved closer to these buildings, effecting visitor numbers, services and impacting on development plans.
- 8.3.10 A couple of respondents are concerned about the impact on a local livery yard, Home Farm Liveries, from which land would have to be taken for Option 2. One respondent says that the route for Option 2 would mean horses would have a longer journey in their transport vehicles, when going to shows, which would be detrimental to their welfare.

## **Safety**

- 8.3.11 Several respondents are worried about the safety of pedestrians, cyclists and horse riders on both the new A47, as proposed in Option 2, and on other local roads during construction, which they believe will be busy and congested. This is covered in more detail in Chapter 11.
- 8.3.12 A couple of respondents suggest that safety on local roads would be compromised during the construction period, as vehicles would be tempted to find alternative routes around the construction area and would end up driving irresponsibly in local villages.

## **Suggestions**

- 8.3.13 Several respondents, including Lingwood and Burlingham Parish Council, oppose Option 2 but suggest the proposals could be modified with the inclusion of more junctions to improve local access. For example, a few suggest that an underpass or slip road should be constructed across the A47 to provide access to the new A47 from Dell Corner Lane, South Walsham Road, Lingwood Lane and Lingwood Road. Additionally, a few respondents propose that Blofield junction should be moved further to the East.

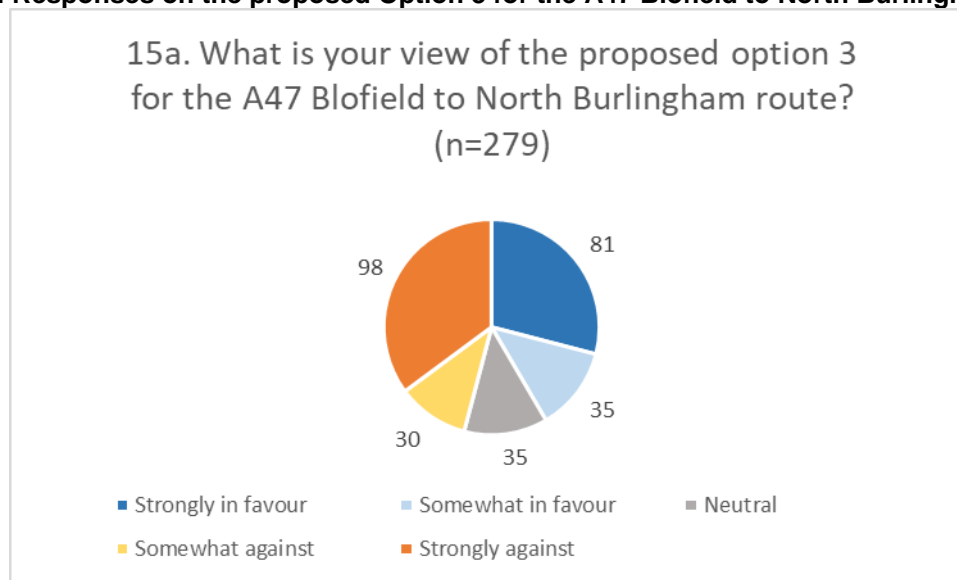


## 9 Comments on Option 3

### 9.1 Response to Question 15

9.1.1 Question 15a asks respondents to select their level of support for Option 3 and these responses are shown in the chart below:

**Chart 8: Responses on the proposed Option 3 for the A47 Blofield to North Burlingham route**



9.1.2 Almost a third of the 279 respondents to this question express support for Option 3 but almost half say they are strongly against (98) or somewhat against (30). The remaining 35 say they are neutral about this option.

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 218 respondents who answered question 15b as well as respondents who provided comments on Option 3 within their answers to other questions in the consultation.

### 9.2 Comments supporting Option 3

#### **Congestion/Traffic/Capacity**

9.2.1 Some respondents suggest that a benefit of Option 3 is that the old road could be used during an emergency or closure on the new dual carriageway, with one respondent noting that Option 3 would allow for future developments along the old road in Burlingham. Some local residents in North Burlingham and Burlingham Green welcome the fact that the new dual carriageway would take traffic away from their village.

9.2.2 Many respondents, including Lingwood and Burlingham Parish Council and Norfolk County Council, welcome the fact that Option 3 increases capacity by allowing for the existing A47 to become a local road. These views are similar to those expressed in support of Option 2 which are covered in more detail in Chapter 7.

## Routing

- 9.2.3 A large proportion of respondents who support Option 3 do so because of the local access it provides to residents of North Burlingham and their properties compared with Options 1 and 2.
- 9.2.4 Many respondents, including the Church of England Parish of North Burlingham, suggest that it would be easier for local traffic to access the A47 safely under Option 3 from North Burlingham as part of a local road network, and without the need for a junction at Dell Corner Lane, using the existing single carriageway. Many respondents suggest this would allow them easier access to local amenities and businesses as well as the village itself and the woods.

*“Safer and improved access to North Burlingham for residents, businesses and visitors” – User ID 1276*

- 9.2.5 A few respondents support the fact that North Burlingham would become more accessible from the new road for visitors with one respondent welcoming better connections to both Great Yarmouth and Norwich.
- 9.2.6 A few respondents are happy that the route would move traffic away from properties as most land take would be in open countryside. A couple of respondents note that Option 3 avoids the need to remove and replace the gas mains
- 9.2.7 A few respondents suggest that Option 3 is the most sensible and simplest route. One respondent comments that while they think the route isn't bad, it is a bit longer than the route in Option 4.

## Engineering, design and construction

- 9.2.8 Of the respondents who support Option 3, by far the largest reason given is that the existing A47 would remain unaffected by construction. A large proportion of respondents welcome the fact that traffic could continue to flow on the A47 without disruption while the new road is built, and that there wouldn't be significant increases in congestion.

*“This route would be far less disruptive during the build phase of the project allowing the route to be built while the existing road can remain open for much of the time” – User ID 1243*

- 9.2.9 A few respondents suggest that the local access created by Option 3 to the east and west of Dell Corner Lane will minimise the need for traffic to use back lanes, thus limiting its impact in Blofield and North Burlingham. One respondent welcomes the fact that Lingwood Road would be closed for Lingwood traffic to avoid the prospect of it becoming a rat run.

## Environment

- 9.2.10 Some respondents support the reduction in noise and air pollution levels in North Burlingham that Option 3 would provide. The Church of England Parish of North Burlingham welcomes the fact that a “natural distance barrier” would be created between the church and the noise of the road. A small proportion of respondents are also pleased that the mature trees along the A47 would not need to be cut down to build this route.
- 9.2.11 A couple of respondents support the route as it benefits the nesting barn owls in Dell Corner Lane by moving the road away from their habitat and one respondent says that the route would reduce the impact on various species as well as local woodlands.

## Socio-economic

- 9.2.12 A large proportion of respondents including Norfolk County Council and Broadland District Council believe Option 3 would have the least impact on properties, local businesses and the village of North Burlingham by going through open farmland, not requiring the demolition of properties and not splitting North Burlingham from Burlingham Green as with other options proposed. A few respondents also say that Option 3 would minimise impact on listed buildings in North Burlingham. A couple of respondents, including the local Bowls Club, say that taking traffic away from the villages and providing better access to local amenities and businesses will allow the two communities to reunite and hold events together.

*“This option would allow the village of North Burlingham to reunite its two parts. The village has a strong community feel, with annual events such as Open Garden Day, Produce Show and Apple Day bringing the residents together to showcase the village to visitors. The old A47 would become part of the local road network allowing pedestrian access to the different parts of the village and giving cyclists and horse riders a much safer road network.*

*The church, which is currently in the planning stage for developing it as a community space, will be accessible to all residents from Burlingham Green” – User ID 1188*

- 9.2.13 Some respondents welcome the fact that this option allows for access to the local church. A couple of respondents believe that Option 3 allows for better access to Burlingham House care home as well as improved access for emergency services to the whole community.
- 9.2.14 A few respondents say that the impact of Option 3 on Lingwood would not be too negative, with one respondent even suggesting that property prices and quality of life would increase in Lingwood and North Burlingham due to local businesses not being affected.

## Safety

- 9.2.15 Some respondents say that the provision of the new junctions will increase safe access to the A47 for the local community, without any detours through other villages like Hemblington and South Walsham.

## 9.3 Comments opposing Option 3

### Routing

- 9.3.1 Respondents who oppose Option 3 say they do not understand why the route takes the new road so far south, impacting on properties and taking so much farmland and leaving the existing road unutilised. A few respondents think the route is too long compared to Option 4. A couple of respondents express concern that the route crosses the gas main.

### Engineering, design and construction

- 9.3.2 Some respondents challenge the cost they believe would be involved in having to purchase and compensate farmers for their land. Many think it could be significantly expensive, potentially the most costly of the options, and not in line with an appropriate budget for a dual carriageway.
- 9.3.3 A few respondents believe this route would be very disruptive during construction, particularly on local roads. One respondent expresses concern about the blocking of Lingwood Road and Lane by this option.

## Environment

- 9.3.4 Of the respondents who oppose Option 3, including Braydestone Farms Ltd, the biggest reason given was the farmland that would have to be taken and built over during the construction of this route, especially when compared to the other options. Many respondents challenge the amount of land, particularly useful agricultural land, that would be lost under this option. Some respondents worry about the effect this land take will have on farmers being able to retain access to their fields and some respondents dislike that the small area of agricultural land between the new road and the old one will be left as inaccessible and wasted.

*“Not necessary to desecrate good farmland under tons and tons of tarmac” – User ID 100330*

- 9.3.5 A large number of these respondents, including the Norwich Green Party, express concern about the destruction of woodlands that Option 3 would entail, particularly Lingwood community woodlands and young trees in the area. Several respondents say they oppose the spoiling of a beautiful area and the view they have of the countryside and woodlands. One respondent asks for the tall trees south of Yarmouth and Hemblington roads to be preserved.
- 9.3.6 Some respondents raise concerns about the effect of the route on local wildlife. Lingwood Parochial Church Council expresses concern that the road would pass closely to Peter’s Wood, which is newly planted, and the effect on the wildlife in the Lingwood Community Woodland area, which includes yellowhammers (RSPB Red List protected). Another respondent writes about the newts and frogs present in the ponds in the area and the wood ecosystem with its breeding sparrows, starlings and blackbirds.
- 9.3.7 A couple of respondents express concern that bringing the new road so close to Lingwood village and its properties will increase air pollution for local residents. Some respondents also worry about noise pollution that the new road will bring to their homes, particularly in Lingwood as well as Blofield and Waterlow.

## Socio-economic

- 9.3.8 A large proportion of respondents, including Lingwood and Burlingham Parish Council, worry about the effect of the route on local farms and properties, especially on Lingwood road. They say the route runs very close to housing in the area and cuts land off from Lingwood residents and farmers as well as dividing the communities and properties themselves, along Lingwood Road. A couple of respondents worry about the effect on Poplar Farm, suggesting it could be cut in half which would affect its business.

*“This route will also have a more detrimental impact on the properties along Lingwood road” – User ID 1277*

- 9.3.9 Some respondents comment on negative effects on properties, for example two farmhouses which would need to be demolished on Lingwood Road, and other properties on Lingwood Road including a Cottage which one respondent believes could not sustain a dual carriageway passing so close by. One respondent expresses concern for the livelihoods of locals after the road is built. A few comment that this route would affect their property and their value, garden or allotment.

*“The suggestion that the route passes predominantly through open farmland is somewhat facile as it does pass very close to some dwellings which will no doubt be massively adversely affected by all the disadvantages a trunk road brings in terms of noise and pollution.” – User ID 1217*

9.3.10 A few respondents comment that Option 3 would cut them off from direct access to amenities in Lingwood village, including shops and train and bus services, and would remove access to the council's farmyard via Lingwood Road.

9.3.11 The general proximity of the road to Lingwood itself raises concerns for some respondents who are worried about the effect of the road's construction and operation on their village and the wellbeing of residents. A couple of respondents, including the Lingwood Parochial Church Council, worry that the road will severely impact the 13th Century Grade 1 listed St Peter's Church, both in terms of access and noise pollution as well as the churchyard and village cemetery.

### **Safety**

9.3.12 One respondent notes that they would no longer feel safe in their own home if this was built, due to the proximity of the road.

### **Mitigation**

9.3.13 A small number of respondents provide comments and suggestions on mitigation measures. These include:

- Supporting the construction of a bank which would shield residents from both the sight and noise of the traffic.
- Ensuring local residents still had access to Lingwood village.
- Suggesting that the route be designed so that no-one is rendered homeless.

### **Alternatives/Suggestions**

9.3.14 A few respondents support this route with caveats. A couple of respondents comment that the new junctions should be well designed, and one suggests the use of roundabouts.

9.3.15 A few respondents, including Lingwood and Burlingham Parish Council, desire an underpass to improve links between Burlingham and Lingwood whilst one respondent requests a lightweight bridge for bicycles, pedestrians, equestrians and local traffic to use.

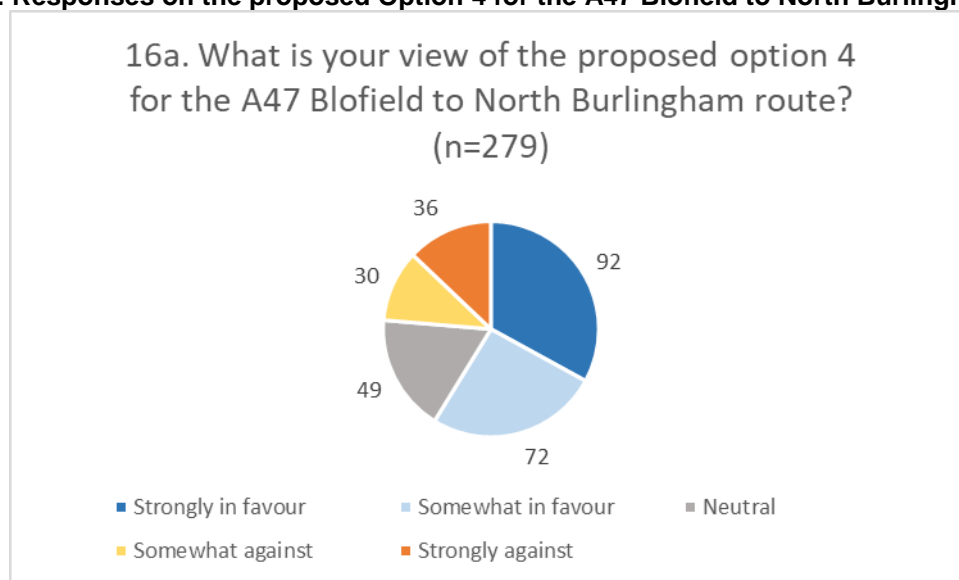
9.3.16 A couple of respondents express their preference for keeping the new road alongside or part of the old one, so as not to waste money on a whole new carriageway.

## 10 Comments on Option 4

### 10.1 Response to Question 16

10.1.1 Question 16a asks respondents to select their level of support for Option 4 and these responses are shown in the chart below:

**Chart 9: Responses on the proposed Option 4 for the A47 Blofield to North Burlingham route**



10.1.2 Well over half of the 279 respondents to this question indicated their support to Option 4, with a third of respondents strongly in favour and a further quarter somewhat in favour. About a quarter of respondents indicated their opposition to Option 4, although more than half of this group were strongly against (36) and the remainder somewhat against (30). Nearly a fifth of respondents were neutral (49).

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 206 respondents who answered question 16b as well as respondents who provided comments on Option 4 within their answers to other questions in the consultation.

### 10.2 Comments supporting Option 4

10.2.1 Blofield Parish Council Planning Group, Lingwood Parish Council, The Church of England Parish of North Burlingham, Ramblers Association Norfolk Area all write that Option 4 is their preferred route proposed.

10.2.2 Broadland District Council and Norfolk County Council both say that while Option 4 is not their preferred route, they still agree that it is a good option and would support it. These two councils favour Option 3, and their comments on this are detailed in Chapter 8.

#### **Congestion / traffic / capacity**

10.2.3 A large proportion of the respondents that support Option 4 do so partly because it separates local traffic from the proposed dual carriageway. They say that by retaining the old A47, Option 4 creates additional capacity by allowing traffic on the new road to flow faster and with less interruption from queues at turnings onto side roads, or congestion caused by slow farm traffic.

- 10.2.4 Some respondents also highlight that in the event of an incident or blockage on the new main carriageway, the old A47 could be used as a relief road.

### **Routing**

- 10.2.5 Many respondents praise the direct and largely unchanged route of Option 4, saying that it is the most logical, straightforward and least wasteful option. Most respondents who praise the routing of Option 4 say that it causes little disruption to existing local road links and does not interrupt access from Dell Corner Road to Main Road and to the A47, and therefore does not force long detours for Burlingham Green residents as Options 1 and 2 may do (see Chapters 6 and 7).
- 10.2.6 Some respondents even say that this option will improve existing local links and reconnect the community by allowing locals to use the old A47 and side roads with greater ease, without the current difficulty of crossing the busy main carriageway.

*It creates a completely new route which allows the existing road to become part of the local road network for farm, pedestrian, equestrian, cyclists and other traffic to use to go between Blofield & North Burlingham – User ID 1247*

- 10.2.7 Lingwood & Burlingham Parish Council and several other respondents welcome the fact that the route proposed in Option 4 runs parallel and near to existing route whilst still creating an entirely new road. They write that this will not require too much land take, and will not split villages, fields, farms and private property in order to forge a new route. A few respondents argue that Option 4 is likely to be cheaper than some of the other options due to this.

*“This could work well and have advantages of not requiring huge road purchase and agricultural land loss” – User ID 100324*

- 10.2.8 Several of these respondents compare Option 4 to Option 3, and say that while they do not have much preference, Option 4 seems less invasive due to its close alignment to the existing road which is why they favour it.

### **Engineering, design and construction**

*This is a complete new road with no compromises - Lingwood & Burlingham Parish Council*

- 10.2.9 A few respondents argue that a completely new road will likely be better quality and will be able to meet modern highway standards as opposed to ‘patch work’ to the existing road.
- 10.2.10 A very large proportion of respondents who favour Option 4 do so partly because it can be constructed off-line, therefore having less of an impact during the construction period.
- 10.2.11 Norfolk County Council and Lingwood Parochial Church Council also support this aspect of Option 4.

### **Environment**

- 10.2.12 Several respondents say that as Option 4 closely follows the existing route it will take less green belt land, and therefore cause less environmental damage than some of the other options. Some point out that farmland will be used, although not to the same extent as some other options and not in a wasteful manner.

10.2.13 Some are supportive of Option 4 partly because they feel that it will have a relatively low impact on wildlife and habitats compared to other options as it will avoid destroying the trees and hedgerows currently alongside existing A47, and goes through open fields rather than untouched open countryside.

*“There will be little impact on wild life as the fields are open without hedgerows or trees. They are regularly reduced during the shooting season” User ID - 100337*

10.2.14 Some respondents say that the Option 4 would take traffic away from Burlingham reducing the impact of noise on residents.

### **Socio-economic**

10.2.15 Respondents supporting Option 4 feel that this option would have less of an impact on the local residents due to the lower land acquisition requirements that could affect residents' homes, with frequent reference to Lingwood Road as being less adversely affected by Option 4.

10.2.16 A few believe that the council owns a large proportion of the land that would be needed for Option 4, which they feel would further minimise the impact of on locals and their property.

10.2.17 Other respondents say that Option 4 would have less impact on local businesses as less farmland will be required and it provides accessibility to the businesses in North Burlingham. Some write that the improved local access and easier traffic movements will be less of a burden on businesses in the area, especially farm traffic.

10.2.18 A large proportion of respondents are supportive that Option 4 does not interrupt current routes between Burlingham Green and North Burlingham. Some say that the design would make Burlingham more of a single community again as the old A47 would be far more usable to residents as the dual carriageway would take through-traffic further away from villagers.

*“It will enable more cohesion between Lingwood and the Burlinghams” – User ID 1175*

10.2.19 Some respondents also feel that Option 4 would provide easier access to amenities such as schools, doctors, shops and public transport links for villages such as Blofield and Burlingham.

10.2.20 Norfolk County Council say that this option would provide an opportunity to improve the setting and accessibility of the Nationally Significant Churches St Andrews Church and St Peters Church, which are respectively Grade I and Grade II listed.

### **Safety**

10.2.21 A few respondents comment that the old road would become safer for local traffic following construction of Option 4 as there would be fewer fast moving cars to contend with, making it less dangerous for cars to join from side roads. They also say that it would be safer for NMUs, which is discussed further in Chapter 10.

### **Suggestions**

10.2.22 Some respondents who support Option 4 provide caveats to their support, or make suggestions. Many of these suggestions are about current or proposed junctions, including:

- The Blofield Junction should provide alternative access to the new carriageway from the old A47 (Blofield Parish Council Planning Group);



- The existing and new junctions must allow safe access to the road, possibly as roundabouts, to mitigate the safety issues of increased traffic speed. Several respondents say their support depends on proper junction improvements;
- A new junction at the Blofield end may not actually be required with Option 4, as the new dual carriageway could directly connect to the Blofield by-pass, and local traffic from/to Blofield could use the local network to/from the junction proposed by North Burlingham;

10.2.23 Several respondents, including Lingwood & Burlingham Parish Council, suggest including underpasses or bridges at Lingwood Road and Lingwood lane to ensure that they remain connected to the local road network.

10.2.24 Others suggest an underpass from Yarmouth Road to the old A47 nearby the proposed Blofield Junction allowing safe access eastbound and westbound, or alternatively blocking off Lingwood Lane and High Noon lane.

### **10.3 Comments opposing Option 4**

10.3.1 A handful of respondents challenge the logic of Option 4, arguing that it does not vary much from the current route they do not see the purpose in taking so much land and the additional cost of constructing a new road.

10.3.2 Some do not oppose Option 4, but favour Option 3 instead as Option 4 does not leave as much room for development, and may be more complicated due to the route following the Gas main line.

#### **Routing**

10.3.3 Some respondents raise concerns that the new carriageway looks as if it may block access to Lingwood Road and Lingwood Lane, or that there would be no easy access from Dell Corner Lane.

10.3.4 Several oppose the Option 4 as it does not divert far enough away from the villages, especially Burlingham. However, a couple of others say that they instead oppose the slight shift of the road closer to Lingwood.

10.3.5 One says that they think the curves in the route are not as beneficial as the 'sweeping' of the Option 3 route, being more complicated than necessary.

10.3.6 Norfolk County Council says that this route achieves similar benefits to Option 3, but that they feel this option could be more harmful to the amenity of residents at North Burlingham than Option 3 would be.

#### **Engineering, design and construction**

10.3.7 Several respondents, including Broadland District Council, refer to potential complications in design and construction due to the gas line positioning. They query the impact this will have in the speed of delivery and say that it will likely cause unnecessary cost to work around or move it. Some of these respondents call Option 4 ridiculous and daft for this reason, or question whether it is actually possible.

10.3.8 However, some others say if the gas line does not cause excessive complications or cost they would support Option 4, or that they assume the gas line is not an issue for Option 4 as it has progressed to this stage rather being rejected on grounds of feasibility or cost.

10.3.9 Some are concerned that the acquisition of the land could be time consuming and delay construction meaning that road users would possibly have to wait until 2025 for the new road to be live.

## Environment

10.3.10 A few respondents feel that the option is not particularly good for the environment, saying that the route would pass through some woodland and countryside. Norwich Green Party acknowledges that Option 4 would require some loss of farmland woodland, although not to the same extent as Option 3.

10.3.11 Several respondents talk about noise pollution, with some feeling that the impacts would be stronger in certain area if Option 4 is progressed, including:

- North Burlingham, especially Main Rd
- North Burlingham Church
- Blofield
- Lingwood
- Hemblington
- South Walsham

## Socio-economic

10.3.12 Some respondents are concerned about the effect on the local agriculture industry and say that the proposed route cuts through too much active farmland. A few refer specifically to its proximity to Poplar Farm, and other properties along Lingwood Rd.

*"If the gas main remains in its existing position the road would presumably run between our home and the gas main - thus making the dual considerably closer to our home (within 30-40m, possibly closer). Obviously, this would have a huge, detrimental impact on our family's lifestyle, and property" – User ID's 1221 & 1222*

10.3.13 A respondent says that the route of Option 4 does not leave as much room for development as Option 3.

10.3.14 A few respondents are worried about the road coming closer to the allotments, which are valuable to residents and have been established by hard work from community members.

10.3.15 The Church of England Parish of North Burlingham say that the route does not divert far enough away from North Burlingham Church and local villages as other options do.

## Mitigation

10.3.16 Some respondents suggest specific mitigation measures to be included, such as:

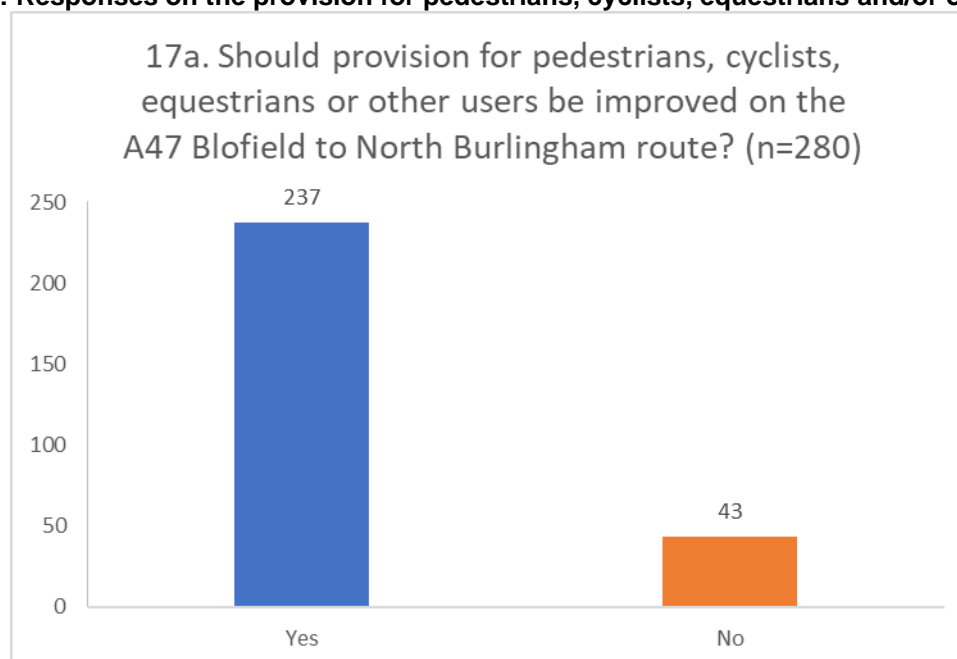
- Incorporating dense screening to protect the visual landscape. This should be between the roads as well as adjacent to them;
- Incorporating bunding and trees to shield noise and sight of traffic from residents;
- All trees to the south of Yarmouth Road and Hemblington Road should be preserved.

## 11 Provision for Pedestrians, Cyclists, Equestrians and/or Other Users

### 11.1 Response to Question 17

11.1.1 Question 17a asks respondents to select whether they agree or disagree that improvements for pedestrians, cyclists, equestrians or other users should be provided and these responses are shown in the chart below:

**Chart 10: Responses on the provision for pedestrians, cyclists, equestrians and/or other users**



11.1.2 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 245 respondents who answered question 17b as well as respondents who provided comments on the need for improvement within their answers to other questions in the consultation.

### 11.2 Comments supporting provision for non-motorised users

11.2.1 A large proportion of respondents who answer this question believe that improved provisions are needed for non-motorised users (NMUs). Several comment that there is currently too little or no provision for NMUs.

11.2.2 Several respondents say that it is currently difficult for NMUs to cross the A47, with a few commenting that the only points to cross are at Blofield or Acle, this limits village access and particularly affects those living in North Burlingham who wish to access amenities in Lingwood. Others suggest that routes should be provided for NMUs as alternatives to the dual carriageway. Respondents comment that it is important that road improvements benefit all road users in the local area.

11.2.3 Several respondents comment that as the road for all the options will be close to Burlingham Woodland, provisions for cyclists, walkers and runner should to be made for those wishing to access these woods and to encourage recreational and healthy activities, such as cycling, walking, running and horse riding.

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*“Road improvements are an ideal opportunity to deliver the health benefits of non-motorised travel, whether for leisure, work or shopping.” – User ID 1181*

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## **Safety**

- 11.2.4 Several respondents express concern about the heavy traffic flow and high speed of motorised traffic, which makes both crossing and using the A47, as a pedestrian, cyclist or equestrian, unsafe.

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*“The road is fast and dangerous, cars and lorries frequently veer off the road onto the verges which are very unsafe for walkers.” – User ID 1198*

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- 11.2.5 Cycling UK says that the current north/south crossings on this route are dangerous, commenting that the junction at Blofield requires crossing four lanes of 70mph traffic, whilst the junction at North Burlingham has poor visibility and the footpath has no dropped curb to allow easy exit from the carriageway. A few respondents say that a safe crossing point would increase public transport use in Lingwood, providing access to the train station.
- 11.2.6 Several respondents comment on the need for safe access between Lingwood and North Burlingham. A small number of respondents believe that staff at local businesses such as Burlingham House care home require safe non-motorised access and a few respondents comment that access for NMUs is required to reach St Andrews Church at North Burlingham. To provide this access, many respondents prefer options which use an offline route which could use the old road as an alternative route to separate long distance motor traffic from local traffic and NMUs to provide a safer route. A few respondents including Broadland District Council says that this would also help to minimise travel disruption for long distance vehicles.

## **Cyclists**

- 11.2.7 Many respondents say it is currently too dangerous to cycle on the A47 due to the traffic, HGVs and road conditions. A few respondents express concern about the quality and layout of the cycling routes, with one respondent saying that they are too indirect. Cycling UK says that cycle travel should be more direct between Blofield and North Burlingham and the woodland nearby, adding that cycling commuters require quick routes for work.
- 11.2.8 A large proportion of respondents comment on provision for cyclists. Some respondents say that the proposals would encourage them to cycle between Blofield and North Burlingham rather than drive and a few say that the proposed routes would lead to more commuters cycling. A few comment that cycling provisions should be made a priority within these plans.

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*“Any new construction should make provision for cyclists etc, even if it does not link up with anything currently existing. To do so will only encourage further work to improve access in the future.” – User ID 1217*

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- 11.2.9 Several respondents comment on the impact of specific options on cyclists. A significant proportion of respondents believe that Option 1 does not allow for a cycle route in the area and several respondents believe that Option 3 and Option 4 would allow for cyclists to use the existing A47 safely.
- 11.2.10 Some respondents make suggestions for provisions for cyclists and of these, a large number suggest cycle paths for example connecting Lingwood, North Burlingham, Acle and South Walsham, which would facilitate access to local shops, as well as the Broads and Burlingham

Woodland walks. A small number of other respondents believe that the A47 should be wide enough to allow for more space for cyclists or an integrated cycle lane.

## **Pedestrians**

11.2.11 Several respondents comment that pedestrian access between Lingwood and North Burlingham is currently dangerous and is required for those accessing Lingwood church, or for children who attend schools in Lingwood. A small number of respondents express concern about the lack of safe pedestrian access between Blofield, Lingwood and Acle. Some respondents including The Ramblers Association Norfolk Area, make comments about the pavement alongside the A47, arguing that it is dangerous and not continuous throughout the stretch between Blofield and Acle. A small number of respondents comment that a footbridge between Lingwood and North Burlingham would improve access to footpaths and Burlingham Woodland.

11.2.12 Some respondents make comments relating to the impact on pedestrians of specific options. For example, some respondents express concern about the impact of Option 3, suggesting that the route will destroy existing local footpaths. Whereas other respondents believe that Option 3 would allow for pedestrians to safely use the existing A47. The Ramblers Association Norfolk Area believes that Option 3 would allow for a suitable route for NMUs between Blofield and North Burlingham provided there is a grade separated crossing between High Noon Lane and Yarmouth Road. The Ramblers also comment that Option 4 would sever the Lingwood/Burlingham footpath 3, requiring a gap in the central reservation. Some other respondents believe that Option 4 would allow for pedestrians to safely use the existing A47. A small number of respondents believe that Option 2 would have the least impact on walks in the area, and would allow for pedestrians to use the existing A47.

## **Equestrians**

11.2.13 A small number of respondents express concerns about the current issues that equestrians face along this section of the A47. Respondents say that, although there is an active equestrian community in the area, traffic on the A47 is too heavy to permit safe access.

11.2.14 Some respondents express concern about the impact of Option 1 and Option 2 on equestrians, suggesting that equestrians frequently use the single-track roads that connect to the A47 so additional traffic on these roads would impact on safety. Several respondents believe that Option 3 and Option 4 would allow for equestrians to safely use the existing A47. However, other respondents express concern about Option 3, saying that bridleways would be affected during construction and cut off by the proposed route.

11.2.15 Some respondents suggest the implementation of a horse underpass to connect the bridleway at Lingwood to the other side of the A47. The British Horse Society is willing to assist in the decision-making process for equestrian facilities including the width of tracks and the type of surface to be used.

## **Public transport**

11.2.16 A small number of respondents express concern at the lack of public transport provision for NMUs. A few of these respondents say that because there is no public transport in North Burlingham, it is important that pedestrians and cyclists have access to Lingwood to utilise the bus and train services. Some of these respondents suggest a footbridge or underpass across the A47.

*“Currently, crossing or accessing the A47 by foot, cycle or even on horseback is nigh impossible because of the lack of any central carriageway island, bridge or underpass. The nearest public transport link is at Lingwood to the south which is a comfortable cycling distance.” – User ID 1269*

11.2.17 A few respondents believe that Option 3 would facilitate better access to public transport for Blofield and Acle. Whereas one respondent prefers Option 4 because it will give better public transport connections.

### **11.3 Comments opposing the need for provision for non-motorised users**

11.3.1 Several respondents say the A47 is too dangerous for NMUs to use and they should not be encouraged to do so and several suggest there is not enough demand among NMUs to require provision. A small number of respondents believe that it is important to allow the fast and smooth movement of traffic on the A47, which pedestrians or equestrians could hinder. A few respondents comment that there are many local and minor roads in the area that are more suitable for NMUs and one respondent says that these roads are already more popular with cyclists and equestrians.

11.3.2 A few respondents suggest that if Options 3 or 4 were implemented, NMUs would be able to use the existing A47 route, and no further NMU provision would be required. One respondent says that because there is no NMU provision on the rest of the A47, provision for the Blofield to North Burlingham section is not worth implementing.

## 12 Additional Comments

### Comments non-specific to options

12.1.1 Some respondents ask for noise pollution to be minimised as much as possible during construction and after. They suggest using low-noise tarmac and appropriate landscaping to reduce the ecological and noise impacts.

12.1.2 Other specific comments non-specific to any options include:

- the trees south and east of Hemblington and Yarmouth Roads to be preserved during any construction at Blofield Junction.
- Avoiding any light pollution at night, in particular that the lighting at the Blofield end follow local street lighting policies.
- Blofield Allotment Association / Blofield Orchard Conservation Project expresses concern that the proposed road improvements would affect access to allotments or may destroy allotment land.

### Suggestions

12.1.3 A significant proportion of suggestions relate to the junctions at either end of the scheme. Some respondents call for roundabouts at both junctions for safety and improved traffic flow with one respondent saying a roundabout at Blofield could act as a buffer, especially for local traffic in The Street in Blofield. A few respondents want the Blofield Junction to be moved east towards where Hemblington Road and High Noon Lane meet. Others hope there will be an underpass/bridge at the west end in order to allow vehicles to enter Blofield, and a couple of respondents want bridges at both ends connecting to local roads.

12.1.4 A few respondents are specifically concerned with White House/Burlingham/B1140 junction, which they consider dangerous due to the large number of HGVs using it to access and leave the Cantley sugar refineries. A few suggest this should be turned into a large roundabout.

12.1.5 Respondents make improvement suggestions, including: a grade-separated junction, flow-controlled traffic lights on the roundabout, aligning the B1140 at Burlingham and installing a flyover.

12.1.6 Other suggestions include a provision for turning and accessing side roads at this junction and a measure for drivers going down South Walsham Road towards Norwich to be forced to turn left at any potential White House junction.

12.1.7 The Church of England Parish of North Burlingham requests clear signs to the church and woods be installed as part of the scheme.

12.1.8 Respondents give other suggestions including:

- A road link to be built from the eastern end of North Burlingham to the B1140 in order to link residents to South Walsham Road and improve access between North Burlingham and Burlingham Green.
- An improved slip road to be installed from the A47 towards Blofield.
- A slip road from Cucumber Lane onto A47 westbound to help access onto A47 from Brundall.
- Include a new access route for North Burlingham towards Norwich.
- reopening High Noon Lane so they can easily travel to and from Norwich.

- Move the proposed Blofield junction to where Hemblington Road and High Noon Lane join the A47, realigning both roads so that they meet at the junction;
- Dell corner road and Lingwood road should be realigned and connected via a bridge over the new carriageway.



## 13 Comments on the Consultation Process

### 13.1 General

- 13.1.1 A small number of respondents express a lack of faith in the consultation, expressing concern that as the junction proposals appear the same across all options that these are not open for discussion, or doubts that improvements will be implemented as previous governments have promised improvements to the A47 without delivering them. One respondent expresses concern that Highways England representatives entered private land without providing advance notice and failed to inform all postal addresses of the proposals.

### 13.2 Public Information Exhibitions

- 13.2.1 Several respondents comment on the public information exhibitions that were held in relation to the consultation. Most of these respondents express concern that they were not able to obtain information from the representatives present at the events and a small number comment that Highways England representatives did not answer questions regarding junctions at either end of the proposed dual carriageway.
- 13.2.2 A few respondents comment that concerns about non-motorised user access across the A47 were not addressed at the exhibition that they attended. One respondent says their question about the impacts of the improvements on the Blofield allotments was not answered either.

### 13.3 Consultation brochure and questionnaire

- 13.3.1 Many respondents make comments on the consultation brochure, expressing concern about particular details that are not included in the brochure. Many of these, including Acle Parish Council, Upton with Fishley Parish Council, the Ramblers Associates Norfolk Area, and Beighton Parish Council say that there is not enough detail about the junctions in the consultations document and Blofield Allotment Association comments that the brochure does not show that the Blofield allotments are situated very close to them. One respondent says it is unclear whether there will be a junction at Dell Corner Lane.

*"I could find no detail of the proposals for the junctions despite reassurance by your staff that there was a link to the details for the junctions. We are therefore unable to respond to any plans for the junctions." - [Upton with Fishley Parish Council](#)*

- 13.3.2 Several respondents comment that information about access to the A47 is lacking, with a few particularly mentioning access from the east of North Burlingham. One of these respondents also comments that access north from Lingwood is not mentioned.
- 13.3.3 A few respondents suggest that the consultation document should have included advantages and disadvantages to the proposed routes and some express concern that they have received conflicting information in relation to the gas main on Lingwood Road.

*"no pros & cons outlined in proposal document / insufficient information" User ID – 1233*

- 13.3.4 A small number of respondents express concern about the lack of information relating to the impact on properties with some referring to the Old Post Office, adjacent to Dell Corner Lane, noting that the owners have not been informed of the impact to their property. Other respondents mention that information is lacking about the impact of the proposed routes the areas near Lingwood Road and North Burlingham.

*“Unable to respond to this question comprehensively due to a lack of commuted and consistent detail regarding the implications on our property - which could well be the closest to the carriageway - including information such as access, slipways, road banking, etc. This is in spite of being in contact with the highways office and receiving no written or verbal confirmation of intentions” – User ID’s 1221*

- 13.3.5 Several respondents make comments about the maps provided in the consultation brochure. With many suggesting items missing such as listed buildings in Hemblington (including a medieval tower church), potentially effected properties along the route and the nursing home on Dell Corner Lane.
- 13.3.6 Other respondents mention errors on the maps, for example that two different roads have been marked as Lingwood Road, and that the road between Blofield and Lingwood should be labelled Norwich Road.
- 13.3.7 A small number of respondents make comments on the consultation questionnaire. All of these respondents say that Question 3 on the online response form (“For what purpose do you travel through the A47 Blofield to North Burlingham route”) should have allowed for multiple options to be selected. As a result, a large number of respondents who completed the consultation by post provided irregular responses (as detailed in Chapter 5).
- 13.3.8 A large number of respondents comment on the communication of the consultation process. Most of these respondents say they did not receive a leaflet with information concerning the public exhibition at Lingwood Village Hall. A few respondents say they did not receive any information generally about the consultation including residents of Lingwood and Blofield and one respondent comments that information was not delivered with enough notice before the consultation deadline.

#### **13.4 Requests for further information or engagement**

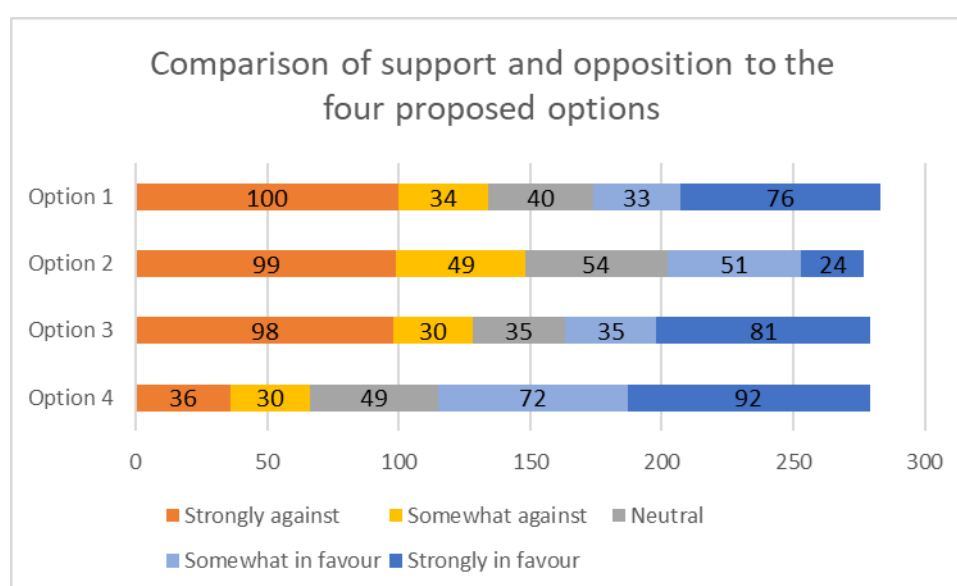
- 13.4.1 Some respondents ask for more information about the proposals for junctions at either end of the section between Blofield and North Burlingham, as well as access along the route. A few of these respondents specifically ask what the plans are for the proposed junction at the White House.
- 13.4.2 A small number of respondents including Norfolk County Council express concern about the lack of traffic modelling and road traffic collision data and request further details they also request a full assessment of the historic environmental implications, including a Heritage Statement and full field evaluation. One respondent requests more information about the cost of various options.
- 13.4.3 Norfolk County Council expresses their wish to work closely with Highways England on the scheme to ensure that issues like the impact on local networks and the improvement of the strategic function of the trunk road are taken into account. Blofield Allotment Association and Blofield Orchard Conservation Project together request an urgent meeting on site to discuss the impacts on the allotments and orchard.

## 14 Conclusions and Recommendations

### 14.1 Conclusions

14.1.1 The total number of respondents to this consultation is 441, which includes responses from stakeholders and members of the public. When being asked about the need for improvement to the A47 Blofield to North Burlingham, 11 respondents disagree that improvements are needed while 279 are in agreement. Safety of this stretch of the A47 is the most common reason given for the need for improvements with many commenting on the high accident rate. Respondents also consider congestion and the increasing volume of traffic are as a main reason for their agreement with the need for improvements. They feel that the junctions and slip roads along this route require improvement to address these issues.

**Chart 12: Comparison of support and opposition of the proposed options**



14.1.2 Looking at the responses to closed questions 13a, 14a, 15a and 16a, Option 4 receives the highest amount of support with 92 strongly in favour and 72 somewhat in favour. 66 say they are strongly against or somewhat against Option 4 compared to 134 against Option 1, 148 against Option 2 and 128 against Option 3. Options 1 and 3 have very similar levels of support and opposition amongst respondents compared to Option 2 which has the lowest amount of support (24 strongly in favour).

14.1.3 The main reason respondents give for selecting Option 1 is that it mostly follows the existing road and reduces the need for land take which would save time and money and reduce the environmental impact compared to other options. Respondents who oppose Option 1 say that it will lengthen local journeys forcing long detours and will encourage an increase in traffic. They also comment that disruption to journeys during construction will be more significant than for other options.

14.1.4 Support for Option 2, 3 and 4 comes from those who believe that it will be beneficial to local residents and businesses of Lingwood and Burlingham for the existing A47 to remain in situ as a local access road.

14.1.5 Respondents specifically support the route for Option 2 as it follows closely to the existing route and therefore would have minimal impacts on the communities in Lingwood and Blofield. Those opposing Option 2 are concerned that the route will cut Burlingham Green from Lingwood and North Burlingham, and that it would not address issues posed by the

current route. They also comment on the level of disruption to the existing A47 during the construction period.

- 14.1.6 Support specifically for Option 3 comes from those who believe that it would provide local access along the old A47 for residents in North Burlingham and that disruption during construction would be minimal. Those opposing this option comment that this southern route impacts negatively on properties and farmland by running too close to Lingwood and in some cases requiring demolition.
- 14.1.7 Those specifically supporting Option 4 comment that it is the most straightforward option as it runs the closest to the existing route while causing the least disruption to the existing road. Respondents comment that it would be the least environmentally destructive taking the least green belt land and impacting fewer properties. Those opposing this route raise concerns that it may affect local access points and may experience complications during construction.
- 14.1.8 A total of 237 respondents express support for improving provision for pedestrians, cyclists and other users whilst 43 say improvements are not needed. Those who support provisions for NMUs comment that it is currently unsafe for them to cross or access the A47 and that this needs to be improved. Respondents mention the need for safe access to Burlingham Woodland for pedestrians and cyclists. Comments on which option would provide the best provisions for NMUs are mixed, with some saying Option 3 would be best and others preferring Option 4. Respondents express concern about the impacts of Options 1 and 2 on equestrians.
- 14.1.9 Respondents express concern about the lack of information and details in the brochure. They make request for more information and a plea for carrying on engagement with stakeholders. In particular, respondents comment that information about the junctions and the areas surrounding them is missing and needs further clarifying.

## **14.2 Recommendations**

- 14.2.1 The responses to the questionnaires and information feedback provided by the public and other stakeholders through the public consultation process have been reviewed, and the information has been used to assist the identification of potential constraints which may influence the route of the scheme.
- 14.2.2 The responses to the questionnaires and the feedback included within them along with the analysis of the results have been used by Highways England to inform the decision on which route should be taken forward as the Preferred Route Option.
- 14.2.3 The decision making process, detailing how responses were taken into consideration, from the public, including alternative suggestions will be published within the Scheme Appraisal Report (SAR) to be published late-2017.
- 14.2.4 Going forward following Preferred Route Announcement, the responses and the information contained and appended to the responses, will be used by the design teams to help shape and develop the preliminary design of the preferred route into more detailed proposals. This will include consideration of comments and suggestions when developing proposals for junction, side road and non-motorised user strategies. They will also be used to inform analysis, assessment and potential mitigation proposals and considerations for accessibility, environmental, buildability, landscape, severance and interconnectivity, planning and engineering.
- 14.2.5 Once the preferred route has been announced and whilst the preliminary design is being developed, further detailed consultation with landowners and stakeholders will be undertaken which will help shape the preliminary design of the preferred route.
- 14.2.6 HE will have ongoing engagement late 2017 and early 2018 with statutory bodies, local authorities and directly affected land owners.

14.2.7 A further, Statutory, public consultation exercise will be undertaken (currently expected in early 2018) at which more detailed drawings plans and assessments will be available for the public and stakeholders to view, discuss with Highways England and to make further comment upon and allow the public and stakeholders further opportunity to influence the proposals prior to a formal application for Development Consent Order.

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