

A47 corridor improvement scheme
Public consultation report
A47 North Tuddenham to Easton

Road Investment Strategy
A47 Improvements
North Tuddenham to Easton
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
- 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/ A11junction; Thickthorn 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 North Tuddenham to Easton

1.4.1 The North Tuddenham to Easton section of the A47 is located 10 to 20 kilometres to the west of Norwich. The 7.9km single carriageway section of the A47 forms a part of the main arterial highway route connecting Norwich to the west of Norwich.

1.4.2 The section of road is therefore an important highway link for both local commuter traffic to and from the west of Norwich as well as providing the main route in the area for longer distance trips across the country travelling east and west.

1.4.3 The section of A47 between North Tuddenham and Easton 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.

1.4.4 In developing this scheme HE aims to address these issues by upgrading the existing section of single carriageway to a high quality dual carriageway.

1.4.5 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 North Tuddenham to Easton 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 North Tuddenham and Easton 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.

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

2.2.2 The new dual carriageway follows an alignment running to the north of the existing A47. At the western end of the scheme, the route passes to the south of Hockering Wood, a Site of Special Scientific Interest, and to the north of the village of Hockering.

2.2.3 The remainder of the route passes predominantly through open farm land and woodland habitat before crossing the River Tud close to Easton.

2.2.4 Where we are creating a new road to the north of the existing A47, we would need to acquire land along the route.



2.3 Proposed Option 2

2.3.1 Option 2 proposes dualling of the existing A47.

2.3.2 The new dual carriageway follows an alignment running as close as possible to the existing A47. Improvements to the existing alignment will be needed to bring the route up to dual carriageway standards.

2.3.3 In places this will deviate from the existing alignment. We would need to acquire land in order to widen the current route to a dual carriageway and accommodate the improvements.



2.4 Proposed Option 3

2.4.1 Option 3 proposes building a new dual carriageway to the south and to the north of the existing A47.

2.4.2 The new dual carriageway follows an alignment running to the south of the A47 but to the north of the River Tud as the route passes the village of Hockering. The carriageway then switches to the north of the existing A47 as the route passes the village of Honingham.

2.4.3 The route passes predominantly through open farm land and some woodland habitat and crosses the River Tud at the Easton end. The proposed route of the A47 is a new and wider highway and will therefore require the acquisition of land along the route.



2.5 Proposed Option 4

- 2.5.1 Option 4 proposes building a new dual carriageway to the south of the existing A47.
- 2.5.2 The new dual carriageway follows an alignment running to the south of the existing A47 and to the south of the River Tud. At the western end of the scheme, it crosses the River Tud before passing to the south of the village of Honingham and returning to the A47 at Easton.
- 2.5.3 The route runs predominantly through open farmland and semi-improved grassland. 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.



2.6 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 and 4 route options
- 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 and Dereham Library.

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> ;
- 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, Dereham & Fakenham Times and Norwich Extra;
- Interviews on local television news and radio;
- Notices posted at strategic locations around the Honningham, Hockering and Easton area before the Exhibition;
- Leaflet drops were undertaken around the Honningham, Hockering and Easton area;
- Notices posted at the exhibition venue on the days of the exhibition;
- A 'static' advertisement was set up at the Forum in central Norwich and Dereham Library (refer to Section 3.6 for further details).

3.3 Public Information Exhibition

- 3.3.1 The Public Information Exhibitions (PIEs) were held on 6, 7 and 8 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, its consulting engineers Amey and Norfolk County Council, who were available to answer questions on the proposals from members of the public.
- 3.3.2 The venues were selected with the aim of providing the optimum opportunity for members of the public across the area to attend, as well as offering the most suitable facilities locally to hold such an exhibition.
- 3.3.3 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 North Tuddenham to Easton (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
Honningham Village Hall	Thurs 6 Apr	3pm – 8pm	196

Venue	Date	Opening Times	Number of Visitors
Hockering Village Hall	Fri 7 Apr	10am – 8pm*	209
Easton Village Hall	Sat 8 Apr	10am – 4pm*	77

*An extension was requested by Hockering Parish Council for Fri 7 Apr and due to incorrect information advertising the PIE, the timings were extended for Sat 8 Apr also.

3.6 Additional material on display

3.6.1 An additional 'static' panel was set up at The Forum in central Norwich and Dereham Library 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 532 received from the following channels:

Table 1: Number of responses by type

Type of responses	Count
Online response form	327
Response form hardcopy	147
Emails/letters	58
Total	532

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 North Tuddenham and the surrounding area. Nevertheless, the responses that have been received highlight a wide range of issues detailed later in this report.

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

Table 2: Number of responses by question

Question	Responses
8. Are you? (A driver/motorcyclist; a cyclist; a pedestrian; a recreational walker; an equestrian; a local resident; a local business (including farm), a visitor to the area; Other)	462
9. How often do you travel along the A47 North Tuddenham to Easton route? (Daily; Weekly; Monthly; Not at all)	459
10. For what purpose do you travel along the A47 North Tuddenham to Easton route? (Local journeys; Long distance journeys; Local business; Commuting)	326
11. How close do you live to the A47 North Tuddenham to Easton route? (Under 1 mile; Between 1 and 5 miles; Greater than 5 miles)	469

¹ See section 4.3.2 interpreting the charts

12a. Do you think improvements are needed to the A47 North Tuddenham to Easton route? (Yes; No)	460
12b. Please explain the reason for your response	433
13a. What is your view of the proposed option 1 for the A47 North Tuddenham to Easton route? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	464
13b. Are there any reasons for your choice?	369
14a. What is your view of the proposed option 2 for the A47 North Tuddenham to Easton route? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	462
14b. Are there any reasons for your choice?	373
15a. What is your view of the proposed option 3 for the A47 North Tuddenham to Easton route? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	460
15b. Are there any reasons for your choice?	340
16a. What is your view of the proposed option 4 for the A47 North Tuddenham to Easton route? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	462
16b. Are there any reasons for your choice?	377
17a. Should provision for pedestrians, cyclists, equestrians or other users be improved on the A47 North Tuddenham to Easton route? (Yes; No)	442
17b. Please explain the reason for your response	364
18. Please use this space if you wish to make further comments (including non-fitting letters or emails)	277

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.

- 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.

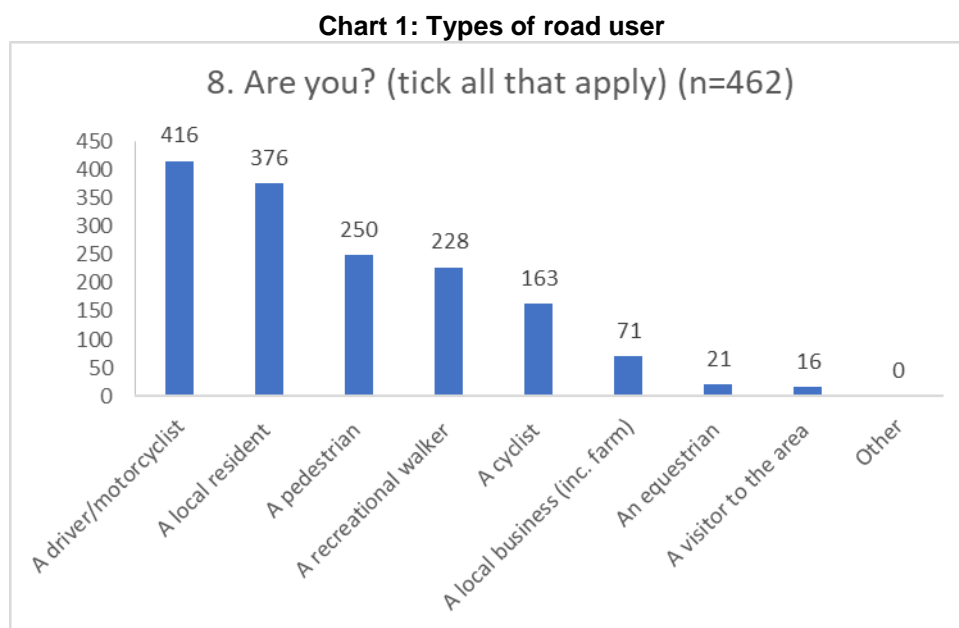
4.4.2 A senior member of staff reviews a sample of the work of all our trained data entry staff. If any errors are identified they are corrected and an increased proportion (up to 100%) of the work is reviewed where a series of errors are found.

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 Questions about Road Usage

5.1 Types of road user

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

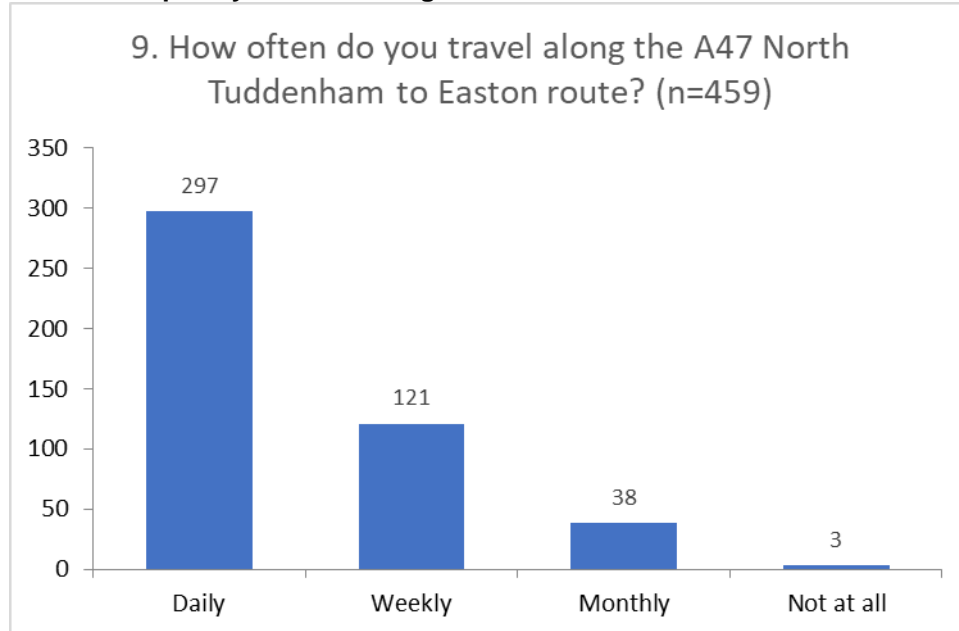


5.1.2 Of the 462 respondents who answered this question, 416 identify themselves as drivers/motorcyclists, 376 identify themselves as local residents and 250 identify themselves as pedestrians. 228 of respondents identify themselves as recreational walkers, and 163 identify themselves as cyclists. 71 respondents identify themselves as a local business or farm, and a small proportion of respondents select other descriptions.

5.2 Frequency of travel along the A47 North Tuddenham to Easton route

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

Chart 2: Frequency of travel along the A47 North Tuddenham to Easton route

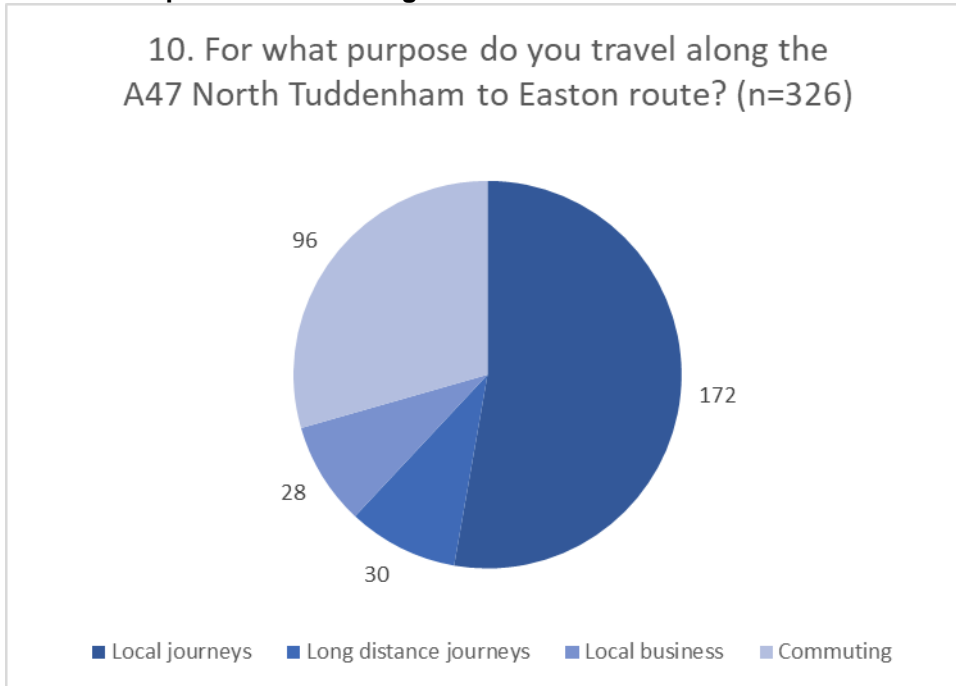


5.2.2 Of the 459 respondents to this question, 297 indicate that they travel along the A47 North Tuddenham to Easton route daily, with 121 indicating that they travel along this route weekly. The remaining 38 respondents indicate that they travel along the A47 North Tuddenham to Easton route monthly or not at all.

5.3 Purpose of travel along the A47 North Tuddenham to Easton route

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

Chart 3: Purpose of travel along the A47 North Tuddenham to Easton route

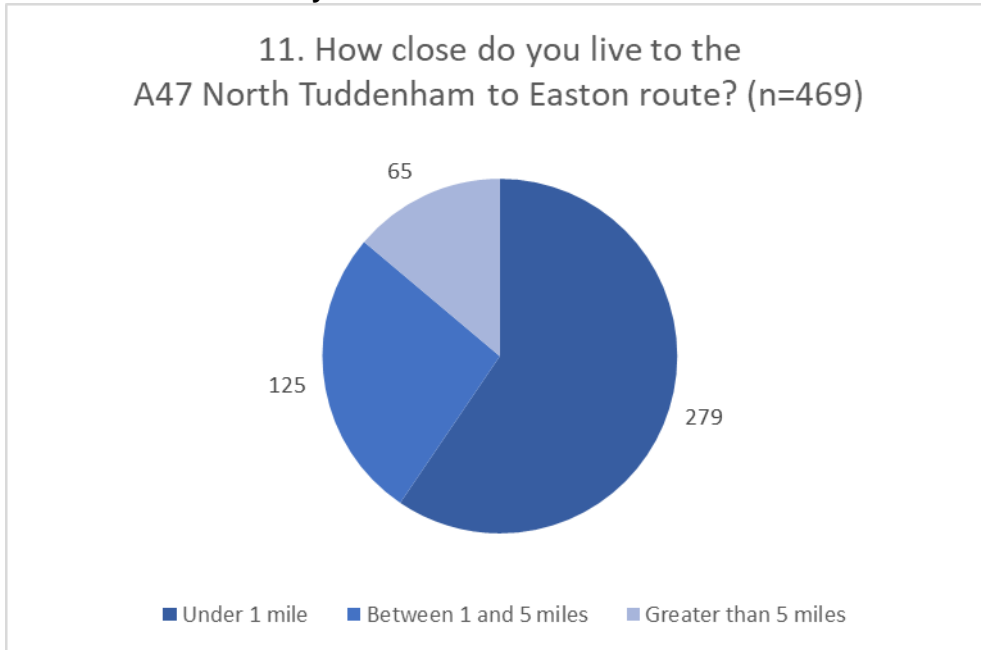


5.3.2 Of the 326 respondents to this question, 172 indicate that they travel along the A47 North Tuddenham to Easton route on local journeys. 96 say that they travel along this route on their commute. 30 of the 325 respondents selected long distance journeys and 28 respondents selected local business as their reasons for travelling along the A47 North Tuddenham to Easton route.

5.4 Proximity to the A47 North Tuddenham to Easton route

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

Chart 4: Proximity to the A47 North Tuddenham to Easton route



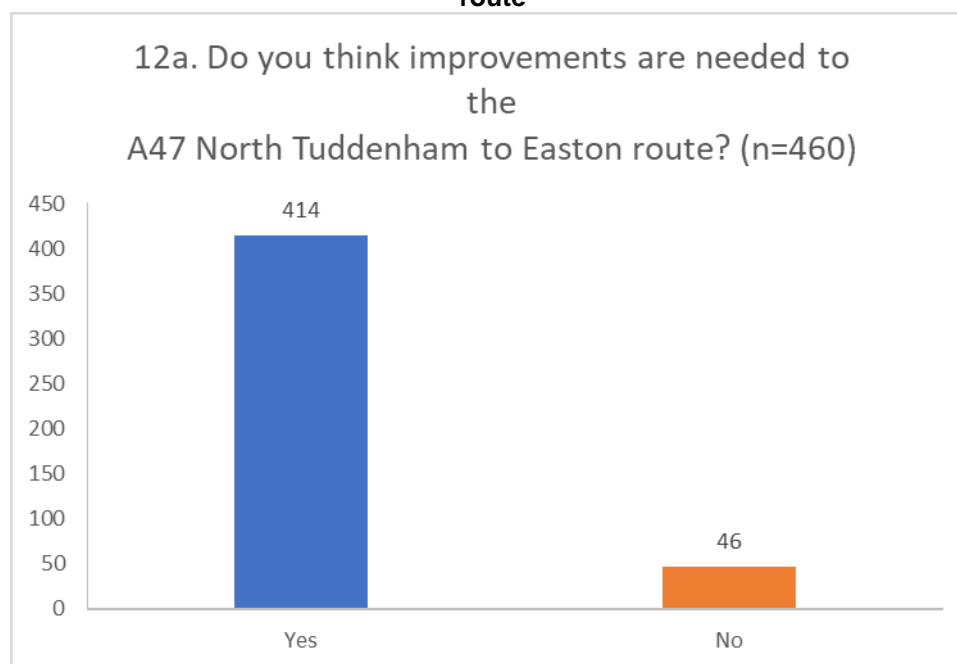
5.4.2 Of the 469 respondents who answered this question 279 indicate that they live under 1 mile away, and 125 indicate that they live between 1 and 5 miles away. 65 indicate that they live more than 5 miles away.

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 North Tuddenham to Easton route and these responses are shown in the chart 5 below:

Chart 5: Responses on the need for improvements to the A47 North Tuddenham to Easton route



6.1.2 Of the 460 respondents to this question, 414 believe improvements are needed, while 46 respondents do not believe improvements are needed.

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 433 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 improvement

6.2.1 Most respondents, including Norfolk County Council, South Norfolk Council and Breckland District Council agree that improvements are needed to the A47 North Tuddenham to Easton route. The reasons they give include improved safety, faster and more reliable journey times, improved quality of life for residents of villages currently used as 'rat-runs' and better access to other locations - locally, regionally and nationally.

6.2.2 Whilst the vast majority of respondents support the idea of improvements in principle, most do so with caveats. The amounts of land-take, the cost, the disruption to minor roads and the impact on the environment are concerns for many respondents, who would like to see any improvements made 'with sympathy', including minimising damage to wildlife habitats, mitigating against increased pollution and respecting the rural setting of the road.

“Yes- but. Highways England are urged to consider alternative cheaper options which will bring about the required improvements with less impact and environmental damage.” (User 966)

- 6.2.3 A few respondents support any route, claiming the improvements are ‘long overdue’ (User 826).

“Any new dual carriageway that reduces the current congestion and removes exits and accesses from the route is acceptable.” (User 796)

Engineering, design and construction

- 6.2.4 The majority of respondents support the need for improvement in general, while some agree that improvements are needed but make suggestions about amending the design and construction of the existing road, rather than undertaking any of the options proposed in the consultation document.
- 6.2.5 Many respondents suggest that positive changes could be made through adjustments to turn permissions, the creation of central safety turns and improvements to the design of the Honingham roundabout, rather than dualling. The roundabout at Honingham is frequently mentioned, as many respondents believe its design may have improved safety but has exacerbated congestion. They believe the addition of a slip-road or the reconfiguration of priorities would create a better flow of traffic, rendering dualling unnecessary.
- 6.2.6 The Northern Distributor Road (NDR) is the subject of discussion by a minority of respondents. They tend to believe that once the NDR is completed, a dual carriageway between North Tuddenham and Easton will be unnecessary. They support improvements but ask that they be planned in conjunction with other local infrastructure projects that are also under discussion. They urge Highways England to make progress with NDR plans rather than focussing attention on this small section of the A47.

“I find it very strange that this scheme is seriously being considered at this time, I would have thought the absolute priority should be finding a point to join the new NDR to the existing network, perhaps somewhere near Easton, and after this is in place, revisiting this particular scheme.” (User 100553)

- 6.2.7 A few respondents consider maintenance and surfacing of the existing road to be more important than the proposed project although they do support the improvements.

Environment

- 6.2.8 Many respondents believe improvements will mean local villages, such as Mattishall, East Tuddenham, Colton, Easton, Marlingford, Hockering and Bawburgh, will no longer be used as ‘rat-runs’. They welcome the perceived environmental benefits this will bring to local communities, improving air quality and reducing noise pollution.

Socio-economics

- 6.2.9 Several respondents believe that improvements to the A47 between North Tuddenham to Easton will lead to economic benefits for local businesses.

“I imagine that for businesses like hauliers or anyone involved with transporting goods or aiming to be in this region within a reasonable time, this route is totally off putting, and must have a significant impact on the local economy.” (User 840)

- 6.2.10 A few respondents support improvements, but question which businesses will benefit from them. They believe hauliers and importers will be advantaged, whilst local retailers and those providing recreational or tourist related services may suffer.

Safety

- 6.2.11 The majority of respondents believe the current junctions between North Tuddenham and Easton are not safe, especially during rush hour. They give examples of accidents, including fatalities, which they say happen on a regular basis. They highlight the difficulties and dangers of turning right to and from side roads on this stretch of the A47, at any time of day or night. They also suggest that over-taking slow moving vehicles is difficult, as there are currently no safe passing places.

“The accident and death rate is awful and motorbikes seem to treat the lines down the middle as their own racetrack. The whole section is a death trap and needs sorting as soon as possible. Lorrys crawl along causing people to take risks.” (User 828)

- 6.2.12 Many local residents support improvements, believing they will make access to and from villages safer. Residents from Hockering are particularly keen to improve the junction leading to their village. Some respondents note the number of new housing developments currently under construction and suggest this will put further strain on road safety if improvements are not implemented.
- 6.2.13 Several respondents say that this section is particularly dangerous for non-motorised users, specifically mentioning cyclists and pedestrians. They suggest any improvements should include a dedicated lane for cyclists and a wide pavement for pedestrians. This is discussed in more detail in Chapter 11.
- 6.2.14 A few respondents also mention the difficulties for farmers accessing local fields and the frustrations this can cause for other motorists.
- 6.2.15 One respondent supports improvement in order to provide better access routes for emergency services.

Journey Time

- 6.2.16 Many respondents say that journey times in either direction are unpredictable, because even a small incident can quickly have an impact on traffic movement on this stretch of road. They support improvements, believing they will bring a consistency to journey time.
- 6.2.17 They cite current traffic jams, bottlenecks and delays as reasons they support improvements. Several respondents mention high levels of traffic congestion, especially in the morning rush hour into Norwich.

6.3 Comments opposing the need for improvement

- 6.3.1 A few respondents do not think improvements are necessary, suggesting that the current road is adequate and that money would be better spent on other infrastructure projects or on other parts of the A47 route.

“We have no problem with the A47 as it is. There will be considerable damage to the environment and a major impact on local communities.” (User 1000)

- 6.3.2 Doubts were raised by a few respondents about the ability of Highways England to successfully implement improvements, with criticisms levelled at the design of other recent projects.

Need case

- 6.3.3 Several respondents oppose the project as they do not believe that dualling is necessary between North Tuddenham and Easton. They say congestion is localised to the Honingham roundabout at peak hours.

“Your consultation document highlights congestion but this is largely a problem during the morning rush hour; even then, it is only a serious problem during school term time and is much less serious during the school holidays. There is little congestion during the evening rush hour, when there are generally only minor delays on the westbound (south) lane of the road for about 200m west of the Easton roundabout, where the dual carriageway finishes at the west end of Easton village.” (User 1010)

- 6.3.4 A couple of respondents suggest that local residents are unaware of issues facing other parts of the country, where congestion is far greater and where, they believe, money would be better spent.
- 6.3.5 A few respondents oppose the project, commenting that a slower pace of life should be encouraged in Norfolk and that they believe the project will encourage further urbanisation in this rural area.

‘The time-saving of making this short stretch 70 mph rather than 60 mph does not warrant the multi-million £ investment or the delays likely during construction.’ (User 851)

Environment

- 6.3.6 The rural nature of the area and the land-take necessary to construct the new road lead a few respondents to oppose the project as proposed.

“Having seen the proposals I would rather keep things as they are, none of the proposals will leave the beautiful Tud Valley unmarked and may well pave the way for greater development/destruction.” (User 100575)

Evidence

- 6.3.7 A few respondents express concern that proper assessments have not been carried out to justify the approach.

“Highways England did not demonstrate that an appropriate depth of technical investigation had been undertaken at this stage in many key areas that one might have thought were critical to both the environmental impact and a balanced cost evaluation.” (User 865)

- 6.3.8 One respondent questions volume data used in the consultation document to demonstrate increased traffic on this section of the A47.

Safety

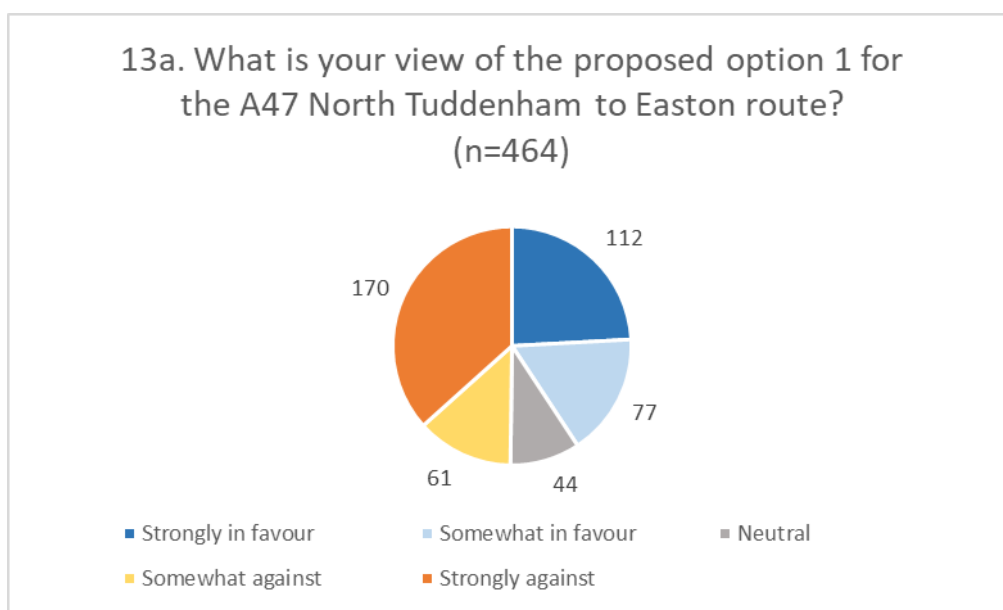
- 6.3.9 A few respondents oppose the project, questioning whether creating a faster road will improve safety, suggesting that accidents will be more serious because traffic will be moving at greater speeds. These respondents make the case that the accidents that happen on this stretch of road are caused by bad driving and not by the design of the road itself. They claim that impatience, poor judgement and use of mobile devices at the wheel cause accidents and challenge the assumption that this project would improve this situation.

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 the proposed Option 1 for the A47 North Tuddenham to Easton route and these responses are shown in the chart 7 below:

Chart 6: Responses on the proposed Option 1 for the A47 North Tuddenham to Easton route



7.1.2 Of the 464 respondents, 112 say that they are strongly in favour with 77 expressing that they are somewhat in favour. 170 say that they are strongly against the proposal and 61 say that they are somewhat against it. 44 respondents feel neutral about the proposed option.

7.1.3 Question 13b asks respondents to summarise their reasons for their response to 13a. These are discussed in section 7.3 below which summarises the views of the 369 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 respondents support Option 1 as they think it will help existing traffic, including traffic from HGVs. They, as well as other respondents, believe this route provides the best option for linking up with the Northern Distributor Route (NDR) in due course. Some respondents add that they think this route will relieve pressure on the A47 south of Honingham, where industrial and housing developments are planned and that it will support the connection with Lingwood.

- 7.2.2 Many respondents suggest that Option 1 will be easiest to construct because it passes mainly over open countryside, the land above the river valley is more stable and building materials, such as sand and gravel, are available locally.
- 7.2.3 Many respondents are pleased that the construction of Option 1 could take place while the road remains open, and offer their support because it will offer the least amount of disruption to existing traffic.

'This seems to be the easiest route to build. The building work will have little impact on the existing A47 during construction and the area surrounding the road is lightly inhabited so will have the least impact on those living nearby.' (User 879)

- 7.2.4 Some respondents suggest that after Option 1 is completed the former A47 route will create a separate network for local journeys. Several respondents raise questions about how these roads will be engineered and whether they will cross the new A47 using bridges or tunnels.

Environment

- 7.2.5 Avoiding Hockering Wood Site of Special Scientific Interest (SSSI) and the meadows around the River Tud is seen as a positive for many respondents. Indeed, many respondents believe Option 1 will have less impact on the River Tud than the other options as it does not run along the Tud Valley. Several respondents suggest that, by taking this higher ground, the road will have better surface water drainage than other options.
- 7.2.6 Several respondents perceive Option 1 to be the shortest and straightest route. They believe this means it has the least land-take and will therefore have the least environmental impact. A minority of respondents concede that there will be an environmental impact on Hockering but believe that appropriate mitigation, such as the replacement of the playing fields, still make Option 1 the most attractive proposal.

'It is important that immediate and advance environmental mitigation and replanting takes place as early as possible in any route and preferably before construction commences.' (User 878)

Socio-economics

- 7.2.7 There is strong support from residents of Honingham, North Tuddenham and East Tuddenham for Option 1 as they believe this option will have the least impact on their villages. They, as well as other respondents, suggest this option will bring together the communities of Honingham, Hockering and East Tuddenham, which are currently divided by the A47. A few respondents are pleased that this option will also reunite the village of Honingham with its church.
- 7.2.8 Many respondents express sympathy for people of Hockering but choose to support Option 1 as they believe it offers the most advantageous route for the majority of local people. A few respondents suggest that fewer houses will be affected using this option compared to Option 4, which will affect Rotten Row.
- 7.2.9 A few respondents say that the route passes across poorer quality farmland than some other options, so will have less impact upon agriculture. A few other respondents believe Option 1 will allow the area to develop economically and give local businesses the greatest boost.

'This route would provide the most amount of business/commercial and residential development & growth in future years with the least amount of environmental & Ecological Disruption/impact. It would also allow the potential access in the future if needed to develop a new "Village" on the old Weston Longville Airfield due to population increase.' (User 906)

- 7.2.10 One respondent notes that the primary school in Mattishall is now over-subscribed, and the local road network would make it easy for children from East Tuddenham to attend Hockering School without having to cross a dual carriageway.

7.3 Comments opposing Option 1

Routing

- 7.3.1 There is strong opposition from many respondents about the negative impact Option 1 is perceived to have on the village of Hockering. Many respondents and stakeholders, including Easton Parish Council, strongly oppose Option 1 because they think it will split the village of Hockering in two, making it difficult for people living north of the A47 to access village services including the school, bus stop, shop, garage, village hall, pub and church, which will all be south of the A47. Several respondents comment that Option 1 makes it more difficult for the residents of Hockering to get on to the A47, despite it passing through the village.

'It will split the village of Hockering and destroy ancient woodland. It would have a very negative impact on people living in the village and children attending the village school.' (User 1092)

- 7.3.2 There are several comments about the village being surrounded by an 'envelope' of roads, denigrating the quality of life for local residents.
- 7.3.3 Many respondents are extremely concerned about the route taken across the playing fields, which are used by many members of the community. There are several respondents who note that the local football team uses the playing fields regularly, and has recently made an application for funds to build a pavilion and upgrade facilities. They are very concerned that the route of Option 1 would pass directly through these playing fields.
- 7.3.4 Detailed questions about whether the back roads will cross the A47 via bridges or whether local routes will be made more difficult were asked by several respondents. They wonder if the current local roads, including Taverham Lane, Sandy Lane, Wood Lane and Heath Lane, will be modified for use by cyclists and pedestrians.
- 7.3.5 One respondent said that the route of Option 1 would have a negative impact on Lyng, which lies some miles north of North Tuddenham, as it would restrict access from Lyng to the A47.

Environment

- 7.3.6 The majority of respondents who oppose Option 1 cite the negative impact on habitats, including nesting, feeding and foraging sites.

'These water meadows are a wonderful area for all wildlife, many species of owls feed here also Red Kites, buzzards, nesting swans, egret, kingfishers and many species of birds, wildlife and fauna.' (User 818)

- 7.3.7 Of particular concern to many respondents is the negative impact of Option 1 on Hockering Wood SSSI, which provides a habitat for many species, including bats. The area around Hockering Wood, described as an 'open vale', is valued by many respondents, who think

Option 1 will have a negative impact on the landscape and visual environment of the entire area.

- 7.3.8 Many respondents oppose Option 1 because it will cut across the Tud valley, ruining the visual landscape of the area. A few respondents question the extent of the environmental impact of elevating the road in Option 1 across the river valley, near Easton.
- 7.3.9 Many respondents believe Option 1 will have an unacceptably high impact on local people, through a decrease in air quality alongside increased light pollution, noise pollution and vibrations from the road. There is widespread disbelief amongst respondents about the claim made in the consultation document that there will be no change in noise levels in the built-up areas of the route.

'The aim of this project is to improve road safety but not at the expense of turning the village of Hockering into a less desirable place to live.' (User 786)

- 7.3.10 Stakeholders, including the Ramblers, as well as many other respondents, say that Option 1 will pass through a number of Public Rights of Way (PRoWs), notably in the area of the water-meadows, which are regularly used by walkers to enjoy the natural landscape. They express concern that the PRoWs will need to be drastically rerouted or closed. The Ramblers give a detailed response, naming the effected path, which is discussed in more detail in Chapter 11.

'The route cuts across all the existing public footpaths in the village. There is a network of footpaths used daily by dogwalkers and other members of the village, where dogs can safely be walked off-lead. Although new footpaths may be created, they will necessarily mean crossing over/under/across the duel carriageway. This completely destroys the rural nature of the footpaths.' (User 978)

- 7.3.11 A minority of respondents comment on hydrology and flood risk. They believe Option 1 will have a major impact on the water course in the area, with a few mentioning future exacerbation of this risk due to climate change. Several respondents think that water run-off in the area near the Hockering playing fields is already a problem, and will be made worse by Option 1.

'The water meadows are flooded most of the winter months this could be hazardous for any road that is built on top or near to these water meadows.' (User 818)

- 7.3.12 One respondent is concerned about the impact on local well water which supplies properties in the Honingham area. They believe Option 1 crosses the 'protected' groundwater area and could potentially contaminate the local water supply.

Socio-economics

- 7.3.13 The majority of opponents of Option 1 say it takes too much high quality agricultural land, which will negatively impact a number of local businesses. One respondent says their land will be cut in two and they will be unable to access the farmland to the south of the dualled road.
- 7.3.14 Several respondents mention the potential negative impacts of Option 1 on local businesses, including a family fishing business at Park Farm Lake, which is popular with local families, and the Hockering shop/post-office/garage, which is the hub of village life.

- 7.3.15 Several respondents are concerned about the negative impact on buildings of historic interest including Honingham Hall Estate, a 16th century house on Sandy Lane and the Grade I listed St Michael's Church, Hockering.
- 7.3.16 Many respondents express concern that Option 1 will cause house prices to fall, especially in Hockering
- 7.3.17 A few Hockering residents feel that they are being penalised, believing that Option 1 has been chosen because their village is not as prosperous as others in the area.

'You would not propose a route through Norwich or even through Honingham. At the presentation in Hockering village hall, one of your representatives stated that Honingham was a very different community to Hockering (that means wealthier by the way) and therefore I assume that Honingham will be spared whilst Hockering will be blitzed because it is not wealthy and therefore does not matter.' (User 1071)

- 7.3.18 One respondent accuses Highways England taking 'back-handers' from property developers in the planning of the route of Option 1.

Health and safety

- 7.3.19 Several respondents are worried about the increased danger for children walking to school or to the bus stop, who will now have to cross the A47. Other respondents note the proximity of Option 1 to Hockering Primary School and are concerned about possible issues of air quality and noise pollution for the children and teachers.
- 7.3.20 Several respondents mention the older community in Hockering and those with reduced mobility, who may struggle to cross the A47 proposed in Option 1, in order to access vital supplies and medication.

Mitigation

- 7.3.21 Many respondents who oppose Option 1 make comments about possible mitigation measures should Option 1 be chosen as the preferred route. The most frequently mention mitigation is the provision of new recreation facilities to compensate for loss of the playing fields.
- 7.3.22 Some respondents ask for planting schemes to be developed to mitigate for environmental damage and request that these are put in place well in advance of construction.

Alternatives

- 7.3.23 Many respondents say that the idea of the A47 passing north of Hockering is good in principle but they oppose Option 1 as proposed. They would prefer the route to pass further to the north, beyond the boundary of the village, and south of Hockering Wood SSSI. A few respondents suggest that the route would be better passing through Hockering Wood, despite its SSSI status, which they believe is over-stated.

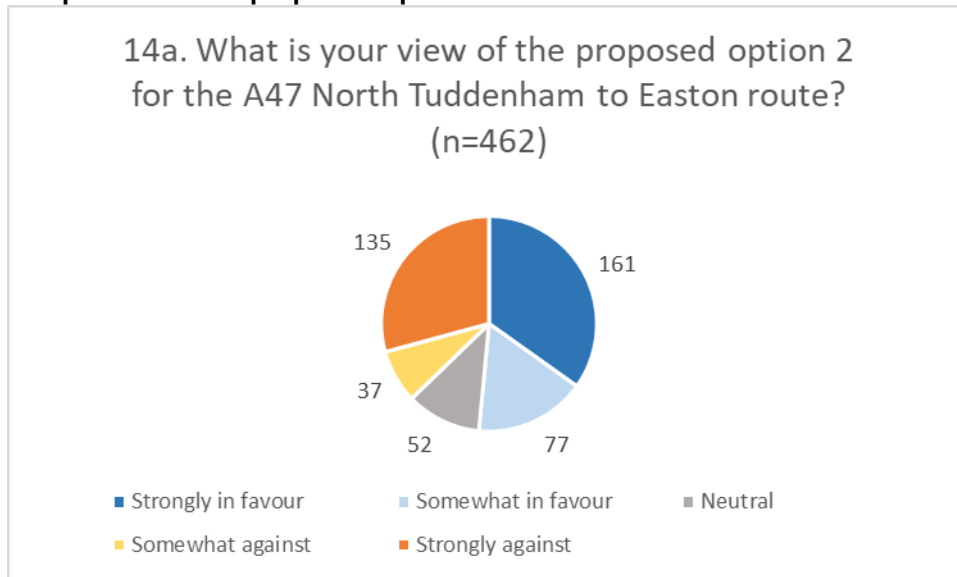
'I am confused as to why the road must partition Hockering as opposed to being laid out slightly north of the proposed site?' (User 1091)

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 the proposed Option 2 for the A47 North Tuddenham to Easton route and these responses are shown in the chart below:

Chart 8: Responses on the proposed Option 2 for the A47 North Tuddenham to Easton route



8.1.2 Of the 462 respondents who answered this question, 161 say that they are strongly in favour, with 77 expressing that they are somewhat in favour. 135 respondents are strongly against the proposal and 37 say that they are somewhat against it. 52 feel neutral about the proposed 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 373 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 Many respondents who support improvements to the A47 believe that Option 2 delivers these improvements in the most sensible way without adding a new road. They say that the route is already a trunk road, so it makes sense to improve this road rather than build an entirely new one. Several respondents claim that the upgrade of the A47 using this route has been under discussion for many years, and anyone who has bought a house on the road will have done so with the knowledge that dualling was a possibility.

'This [Option 2] to my mind makes the most sense. Norfolk does not need an entire new road stretching through it.' (User 100651)

- 8.2.2 Some respondents who oppose the idea of dualling this stretch of the A47 offer support to Option 2, should it be decided that this approach is the only way forward.

'If the road must be dualled, then this is the only acceptable option for our village and nearby villages. Short term disruption is much better than long term loss of homes and village life.' (User 1028)

Engineering, design and construction

- 8.2.3 The majority of respondents who support Option 2 say they believe this scheme is the 'common sense' choice as it will create the least disruption by largely maintaining the current A47 route.

'Plan 2 to me seems the obvious solution. Utilise what's already there, and the least disruption for the local inhabitants. They are already used to the A47 in situ.' (User 821)

- 8.2.4 Many respondents say that their experience suggests there is capacity along the current route to implement Option 2, and they feel this proposal will be easier and less expensive to design, construct and engineer than any of the other options.
- 8.2.5 Many respondents who support Option 2 do so with some caveats. They believe this is a well-understood and accepted route, but ask that the dualling take into account current difficulties of access from side roads and driveways, and provide well-designed junctions, created with safety in mind. They sometimes suggest some mitigation measures, as discussed below.
- 8.2.6 Several respondents believe that Option 2 is best for public transport, as bus routes, including Konectbus 4, would still be accessible.
- 8.2.7 Many respondents and stakeholders who support Option 2 say it will mean less land purchase or compulsory house purchases which would make it the most cost effective option for Highways England and the best deal for tax-payers.

'When considering the four options based on the information provided to date, in relation to the glebe land ownership it is considered that Option 2 out of the four options outlined within the public consultation document would appear to logically require less additional land to be acquired to facilitate the road widening as it is aiming to follow the existing route in so far as is possible.' (User 100548, Norwich Diocesan Board of Finance)

- 8.2.8 Several respondents note that Highways England already owns some of the land adjoining the current A47 whilst others suggest that the fact no bridges or under bridges feature in the design of Option 2 means that this scheme will be less expensive.

Environment

- 8.2.9 The majority of supporters of Option 2 believe that this route creates 'less collateral damage', because it is least destructive to the environment and does not use green-field sites.

'The impact to the surrounding countryside will be less obtrusive and will have lesser impact on the existing ecology, habitats, water courses and woodlands than other routes proposed.' (User 1038)

- 8.2.10 There is widespread support for the idea that existing infrastructure could be improved and up-graded, rather than more countryside being used for roads.
- 8.2.11 Several respondents and stakeholders, including Weston Longville Parish Council, note that Option 2 does not pass through any SSSIs. They believe wildlife will not be so severely impacted than in other options. Respondents also think there will be less impact on the Tud valley and the Wensum Valley.

'Option 2 has far less impact on the ecology and environment and does not include crossing rivers of going close to the river Tudd basin, which has wildlife and environmental considerations.' (User 1032)

- 8.2.12 A minority of respondents who support Option 2 say it will have the least impact on pollution, especially as the route doesn't use higher ground. They think there will be less air, noise and light pollution than the other options, which will be beneficial in both the short and long-term.

'Option 2 is therefore a 'greener' choice, and any increase in work, cost or delays in the shorter term is the price to be paid for lessening the longer term environmental impact.' (User 100517)

Socio-economic

- 8.2.13 The majority of supporters of Option 2 believe this proposal will have the least long-term impact on communities alongside the A47. Some supporters also note that Option 2 will leave the village of Hockering complete.
- 8.2.14 A few respondents say that Option 2 is their preferred choice because it doesn't impact on several long-established local businesses including Park Farm Fishery and will be the least damaging to farmland several other farms. Several respondents think Option 2 will not significantly impact local Public Rights of Way and other existing footpaths and have minimal impact on local heritage assets.
- 8.2.15 A couple of respondents who support Option 2 are concerned about its impact on the use of St Andrew's church in Honingham. They suggest a smaller chapel in the village could be used as an alternative which would be easier to get to for most residents. See more impacts in 8.3.4.

Mitigation

- 8.2.16 Many respondents who support Option 2 do so with caveats. They ask for mitigation measures such as thick fencing and new planting to screen properties from the noise and absorb noise pollution. A few respondents suggest mitigating the impact of the road by placing it in a cutting.

8.3 Comments opposing Option 2

Routing

- 8.3.1 The majority of opponents to Option 2 say that this proposal makes the connections with existing roads too complicated. They express concern that some villages will become cut off

from each other, as the dualled A47 would be difficult to cross, either in a vehicle or on foot. The Honingham roundabout is criticised and respondents comment that this option does nothing to solve the problems there.

'Yes there will need to be careful consideration to the villages along the route to make sure they don't get cut off both from the outside world and each other (e.g. Hockering is currently a catchment school for Honingham and East Tuddenham, so a minimum of safe pedestrian access via some kind of footbridge, would be required).' (User 798)

- 8.3.2 Many respondents, including Broadlands District Council, are concerned that Option 2 cuts off St Andrew's church from the village in Honingham. Specific impacts are detailed in 8.3.4.
- 8.3.3 A few respondents are concerned that Option 2 does not seem to have planned for linking the HGV route B1535 to the A47.
- 8.3.4 A couple of respondents and stakeholders, including Easton Parish Council, are worried about access to a new industrial estate planned between Easton roundabout and Honingham roundabout. They do not think Option 2 will provide adequate links to it.

Engineering, design and construction

- 8.3.5 The majority of respondents who oppose Option 2 say that the construction work will be extremely disruptive for local residents, create temporary 'rat-runs' through several local villages and ultimately not be worth the upheaval.

'Diversions through the villages would significantly impact the lives of communities and the roads that are not capable of carrying either construction traffic or HGV traffic or even high volume commuter traffic.' (User 1097)

- 8.3.6 Many opponents to Option 2 would prefer a new road to be built elsewhere and suggest that the current A47 between North Tuddenham to Easton is not suitable for dualing. They say that even the most innovative design cannot help the route, which will take the dual-carriageway too close to homes and be too intrusive on residents. Some state a preference for a new road rather than Option 2, saying they would like the existing road to be left in situ to provide local connections.
- 8.3.7 Several respondents believe that Option 2 will not help with congestion or safety issues in the villages.
- 8.3.8 One respondent is concerned about a newly installed water main following the edge of the A47, and the additional engineering and expense that will be required to move it to build Option 2.

Environment

- 8.3.9 The majority of opponents to Option 2 mention air pollution, light pollution, noise pollution and vibration as reasons why they object to this proposal. They express disbelief at the consultation information, which says that pollution will be no worse than it is currently.

'Honingham already suffers considerable noise and air pollution due to the proximity of the existing A47, so keeping the new dual carriageway route as close to it as possible will exacerbate these problems markedly.' (User 1080)

- 8.3.10 Many respondents are also concerned about the impact of Option 2 on wildlife and ecology in the area. Several respondents mention different species that they think will be affected, including birds, bats and mammals. A few express concerns for horses living in fields beside the road.

'We also have a wide array of wildlife which we try to encourage such as barn owls which we have had residing and bringing up young in our box which we put up. We also had have red kites in which we have seen 3 pairs, buzzards, yellow hammers and we have also seen otters and kingfishers. Currently we have oystercatcher mating and I believe some of our nest box dotted around are encouraged to the breeding of birds.' (User 1073)

- 8.3.11 One stakeholder, Breckland District Council, asks for an ecological assessment of vegetation along the side sections of the existing route in order to prepare a plan to mitigate against losses, which they think will be significant, for example an established area of marsh orchids. Another respondent believes Option 2 will necessitate the felling of many trees, including a number of trees in their garden, which would leave them with an unprotected view of building works and subsequently the new road.
- 8.3.12 A few respondents oppose Option 2 because of its negative visual impact on the landscape of the Tud Valley. Others are concerned about hydrology and flood-risk, noting that the current A47 is prone to flooding and as Option 2 follows largely the same route they believe it would also be at risk.

Socio-economic

- 8.3.13 A minority of respondents are worried about the impact of Option 2 on the value of properties in the area, especially directly alongside the dualled road.

'We are all concerned about the socio-economic impact on our communities and how it will affect the value of our properties and our lives and our chances of ever being able to sell our houses should we need to move for our jobs or for the growing families.' (User 1097)

- 8.3.14 Several respondents and stakeholders are worried about Option 2 having a negative impact on a number of local businesses including Hockering Nursery, the sewage farm at Hockering, Mooney Demolition, a workshop at Woodlands, local farms, small holdings and an equestrian business.
- 8.3.15 Several respondents and stakeholders, including Easton Parish Council, mention the Easton Neighbourhood Plan 2017-2042, which proposes measures to increase economic growth in Easton by 150%. They are concerned that just dualling the current route A47 will not support the aspirations of the plan.
- 8.3.16 Many respondents express deep concern about the proximity of Option 2 to the Grade 2* listed St Andrew's church, Honingham. Stakeholders, including Hockering Parish Council, say that the church's congregation is mainly elderly and that Option 2 will present a significant barrier to them attending services. A few respondents say that the churchyard is still used for burials and express concern that Option 2 will impinge on future funeral services. They also suggest that the church is an important historic landmark which will be damaged by being so close to the road. One respondent also suggests Option 2 is too close to the historic St Michael's church, Hockering.
- 8.3.17 A few respondents are concerned about the impact of Option 2 on local footpaths and PRoWs. The Ramblers (Norfolk Area) do not overtly oppose Option 2, but mention that it has a negative impact on Hockering Footpath No 7 and Honingham Restricted Byway No 1.

8.3.18 One respondent notes that Option 2 scores red in the Highways England economic criteria.

Health and Safety

8.3.19 Many respondents believe that Option 2 will do nothing to make junctions along this stretch of the A47 safer. They express concern and sometimes confusion about how local roads will join the A47 in the design of Option 2 and suggest that traffic will be no safer than it is presently.

8.3.20 A minority of respondents say that Option 2 will be dangerous for pedestrians, horse-riders and cyclists to cross. This is discussed in more detail in Chapter 11.

8.3.21 Several respondents particularly mention children having to cross the road to get to school. They say many children in Hockering walk and cycle to school in Honingham and East Tuddenham, whilst other respondents mention children from East Tuddenham going to school in Hockering. Several respondents mention that the local doctor's surgery will be divided from most of the homes in Hockering, meaning elderly people and those with restricted mobility will have to cross the dual-carriageway to access health care.

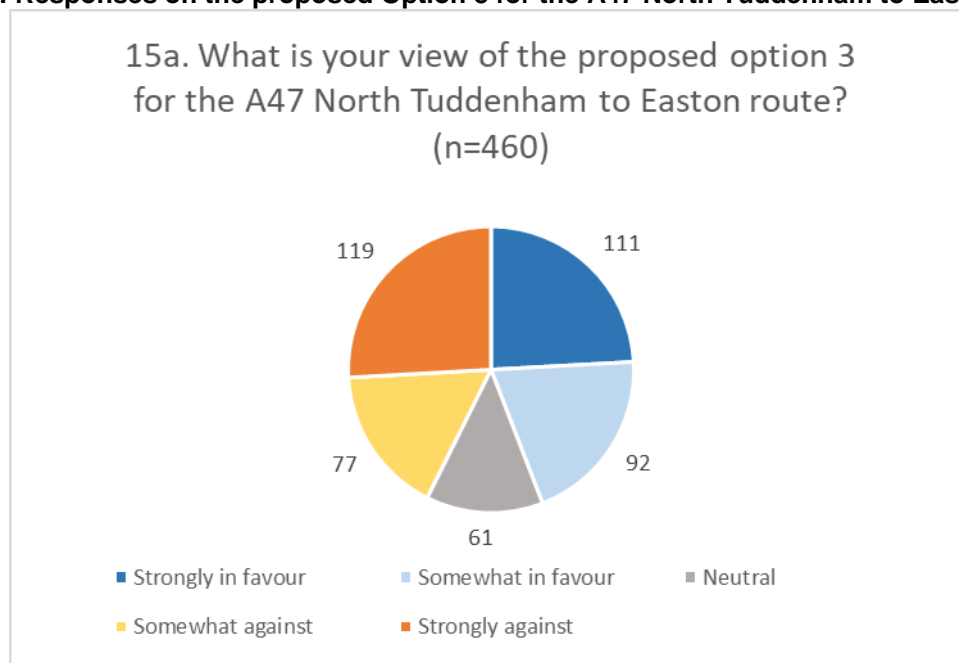
'There is also an issue for hockering residents getting to the local doctors surgery, as this is in Mattishall and makes it difficult to get to appointments on time and cross into Mattishall.' (User 862)

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 the proposed Option 3 for the A47 North Tuddenham to Easton route and these responses are shown in the chart 9 below:

Chart 9: Responses on the proposed Option 3 for the A47 North Tuddenham to Easton route



9.1.2 Of the 460 respondents to this question 111 say that they are strongly in favour with 92 expressing that they are somewhat in favour. 119 of the 460 respondents are strongly against the proposal and 77 say that they are somewhat against it. 61 feel neutral about the proposed 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 340 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

Routing

9.2.1 The majority of those who support Option 3, known locally as 'the snake option', say that the route offers many benefits in terms of local access. Many respondents and stakeholders, including Weston Longville Parish Council and Easton Parish Council, believe that Option 3 has the least impact on local residents, because it avoids Honingham and Hockering.

9.2.2 The majority of supporters of Option 3 are encouraged by the position of the road in relation to the Church of St Andrew, Honingham. They are pleased that the church is no longer cut off from the village.

'It looks perfect! We reclaim the old A47, the Church becomes part of the village and we have a relief road for any incidents on the dual carriageway. Also the disruption to the A47 single carriageway would be minimal as the work on the new road will be away from the old/existing. This option is a real road improvement, and a life improver for the residents of our village!' (User 100586)

- 9.2.3 Costessey Town Council supports Option 3, but requests a second exit for the Queen's Hill development.

Engineering, design and construction

- 9.2.4 The majority of respondents and stakeholders who support Option 3 believe it will be a positive addition to the local road network.

"To improve the A47 for villagers and commuters alike then proposal 3 is the only sensible solution." (user 100618)

- 9.2.5 They believe the new route will be safer and faster, and by building a new road it will leave the existing A47 to become a useful local connection and a back-up route. Furthermore, some supporters and stakeholders, including Costessey Town Council, believe Option 3 is the best proposal for linking with the Northern Distributor Road, and will reduce any future congestion at the junction with Easton. One supports Option 3 because its design follows gentle curves which they believe will discourage vehicles racing each other.
- 9.2.6 More than half of the respondents who support Option 3 believe that this proposal will be least disruptive to local residents. They think upheaval during the construction phase will be minimised because the current A47 can continue to operate, so making residents' day-to-day lives easier.
- 9.2.7 A minority of respondents are pleased that Option 3 provides a safe way to cross the A47 at Church Lane / Sandy Lane. They feel that this is one of the main advantages of Option 3 over other options, and they believe local settlements are not divided under this design.

'Option 3 has the benefit of the bridge at sandy lane giving a safe crossing point and retaining linkage between the two sides of the road.' (User 922)

- 9.2.8 A few respondents suggest that Option 3 will mean the smallest amount of compulsory purchase. They believe that buying farmland will be cheaper than buying houses, making Option 3 the most cost effective option.

Environment

- 9.2.9 The majority of respondents support this Option 3 because they believe that noise and air pollution will be kept to a minimum for most of the local population, because the route passes around the larger villages.

'Villages are not affected, noise and air pollution would be better for all living in the area.' (User 100624)

- 9.2.10 A minority suggest that Option 3 has the least environmental impact of the proposals. In particular, respondents are pleased that this route avoids the river Tud, and suggest there is

little impact on the Tud valley. They say Option 3 also avoids some woodland and other water courses, using mainly farmland.

9.2.11 A few respondents believe Option 3 will mean the A47 is less prone to flooding.

'The common problem of water accumulation during heavy rainfall on the A47 close to the Taverham Road junction will no longer hinder traffic flow.' (User 1078 /80)

9.2.12 Easton Parish Council and others support Option 3 because it 'safeguards the local heritage assets within the community'. Hockering Parish Council is pleased that St Michael's Church is protected, as well as other local listed buildings.

Socio-economic

9.2.13 The majority of supporters of Option 3, including Broadlands District Council, believe it has the least impact on all local people and communities, and least impact on local businesses, such as Park Farm Fishery and Honingham Thorpe Farms. Communities are not divided and no one neighbourhood is disadvantaged more than another according to these respondents, who concur that this is the fairest option presented. In maintaining its distance from inhabited areas, many respondents comment that the quality of life in this rural location will be enhanced, whilst connections will be improved and congestion reduced.

'Of the three options which deviate from the existing route, Option 3 is much the best because it will have the least negative impact on residents, communities and the environment.' (User 1010)

9.2.14 A few respondents support this option because they think it promotes safer access to communities, by offering a local road network that can be utilised for local traffic, pedestrians and cyclists. A couple mention easy access to doctor's surgery in Mattishall from Honingham.

9.2.15 Costessey Town Council supports Option 3, because it will link with the proposed food hub, although the Council requests an EIA should be undertaken to fully gauge the impact on communities and wildlife. Commuters travelling in Norwich will have faster, more reliable journeys, according to a few respondents. Several respondents, including Easton Parish Council, say Option 3 fits in well with Easton Neighbourhood Plan 2017-2042.

Health and Safety

9.2.16 Several respondents believe Option 3 is safest, in terms of the health of local villagers as well as motorists using the A47 and local roads.

Mitigation

9.2.17 Several respondents support Option 3 but ask for sensitivity in dealing with the environment around the River Tud. They say mitigation, such as planting of trees and hedgerows, will minimise the impact of the road on the visual environment and ecology.

9.2.18 A couple of respondents support Option 3 but are concerned about the bridge at Church Lane and its impact on an existing property. They suggest a slight variance in the route to move the road away from existing properties.

'I am in favour of this route with a few adjustments like not having the bridge so close to the houses at the junction of Church Lane and Sandy Lane and also do away with the roundabout at Easton as this is one of the reasons why the traffic get held up.' (User 100669)

9.3 Comments opposing Option 3

Routing

- 9.3.1 Several respondents are dismissive of Option 3, saying the route is ‘convoluted’ and has been devised to try and appease all members of the community, especially those from Hockering. They say the route is ‘pernickety’ and does not offer an improvement on the current A47. One suggests that in trying to please everyone the route ends up in satisfying nobody.

“I feel this route encompasses the worst of all the routes.” (User 864)

- 9.3.2 A few respondents are concerned about the location of the cross-over, believing it is too close to ‘human habitation’. Others, including the Wensum Valley Alliance, comment that there is no direct junction at Wood Lane, leading to the established B1535 HGV route. They are concerned that HGVs will continue to use Honingham as a rat-run, obviating the proposal. Another is concerned about how vehicles from Rotten Row will join the A47, asking if they are expected to divert down country lanes.

Engineering, design and construction

- 9.3.3 Many opponents to Option 3 are concerned about the engineering and construction of Option 3. They say building a road in the river valley will be complex and suggest that the bridge over the A47 at Church Lane / Sandy Lane will be difficult to construct and expensive. They also consider taking the road across Honingham Hall Lake is likely to prove an engineering challenge.

‘This level of engineering appears disproportionate to the issue that the Council is allegedly trying to resolve by implementing this project.’ (User 1101)

- 9.3.4 Several respondents are also worried about the way in which the new road would cut off minor roads, without the design and construction of multiple junctions. They worry that without these junctions some traffic, including HGVs, would continue to use the old A47 and other minor roads, including Wood Lane to access an industrial estate.
- 9.3.5 A few respondents fear Option 3 is a longer route, meaning it would take more time to build, as well as being more complicated. One respondent comments that Option 3 ends up with six lanes of roadway needing to be maintained, alluding to the four lanes in the new A47 and two lanes in the old road.
- 9.3.6 A few respondents and stakeholders, including East Tuddenham Parish Council, oppose Option 3 because they believe the bridge at Church Lane / Sandy Lane is too expensive.

Environment

- 9.3.7 The majority of those who oppose Option 3 cite environmental concerns, including the impact on the visual landscape of the new road passing through the river valley, and the intrusion of the cross-over at Church Lane / Sandy Lane. Several respondents say that the area between Church Lane and Mill Lane is environmentally valuable.

‘Building a dual carriageway on the Tud valley side north of the River Tud between East Tuddenham and Hockering will have a dramatic effect on Church Lane and Sandy Lane residents as it will require a bridge to be constructed where the dual carriageway crosses south of the existing A47 at the Church Lane/Sandy Lane junction, representing a major impact on the landscape in this area.’ (User 1095/8)

- 9.3.8 Many respondents and stakeholders, including Breckland District Council, Broadland District Council and the Campaign to Protect Rural England (CPRE) are also concerned about the loss of wildlife habitats. Some respondents go as far as to say that Option 3 is ‘devastating’ and ‘almost criminal environmental destruction.’ Respondents cite damage to woodlands and water courses south of Hockering and between Honingham and Easton, damage to the Tud Valley and negative impact on popular local beauty spots including Honingham Hall Estate as reasons for concern. The woodland around the Grade II* listed Church of St Andrew in Honingham is valued by several respondents, who are worried that Option 3 will damage it.

‘Why ruin beautiful habitat when there is already a road which once dualled/widened will be quite adequate for the needs of Norfolk.’ (User 792)

- 9.3.9 Several respondents and stakeholders, including the Easton Estate, are worried about increased noise and air pollution, especially at the bottom of Taverham Road, Honingham, in Rotten Row, East Tuddenham and at Church Lane. One respondent questions the assessment provided by Highways England, which says there will be no significant changes in noise, citing a report by the UK Noise Association called ‘Transport for Quality of Life’.
- 9.3.10 A similar number of respondents and stakeholders, including Breckland District Council, are concerned about the risk of flooding south of Hockering, although they suggest that this could be mitigated by raising the height of the carriageway.
- 9.3.11 A few respondents mention the loss of walking routes, along with the destruction of field study areas. The Ramblers (Norfolk Area), remain neutral on all options but notes that Option 3 will have a negative impact on local footpaths including Hockering Footpath Nr 7 and Honingham Restricted Byeway Nr 1.
- 9.3.12 One respondent claims that Option 3 will either pass through or adjoin a number of environmental features shown on the Environmental Constraints plan.

Socio-economic

- 9.3.13 A minority of respondents oppose Option 3 because they think it will have a negative impact on residents. These respondents are strongly opposed to Option 3, because it passes through their land and homes. In particular, they highlight properties south and west of Hockering as being severely impacted, even demolished, under this scheme. Honingham Parish Council says they are worried about the outer limits of the village, and comments that there is ‘no guarantee that Wood Lane will be spared.’ One respondent from North Tuddenham objects to Option 3 because it will leave the village ‘cut to pieces’.

“If this development is found to be necessary then option 3 would likely upset all residents who are currently both North and South of the existing A47 route.” (User 797)

- 9.3.14 Many other respondents who oppose Option 3 are concerned about the loss of highly productive farmland. For example, the Easton Estate suggests that Option 3 would have significant negative impact on its farming operation, substantially reducing the amount of workable agricultural land.

“Options 1 and 3 sever a large portion of the fields near Easton and reduce efficiency through size and shape, but the most acute impact would be to the former Honingham Hall area near the church. Whilst this area is inherently attractive, it also includes the main farm buildings complex and several houses. It is clear that the detrimental impact of severance by a road scheme will be significant, not only from noise and interference to this quiet area but from increasingly complicated farming operations which will lead to reduced efficiency. An adverse impact on farming operations, value and the environment would be unavoidable, and any mitigation is likely to require field amalgamation, which in an area of such high landscape interest should be avoided.” (User 100713)

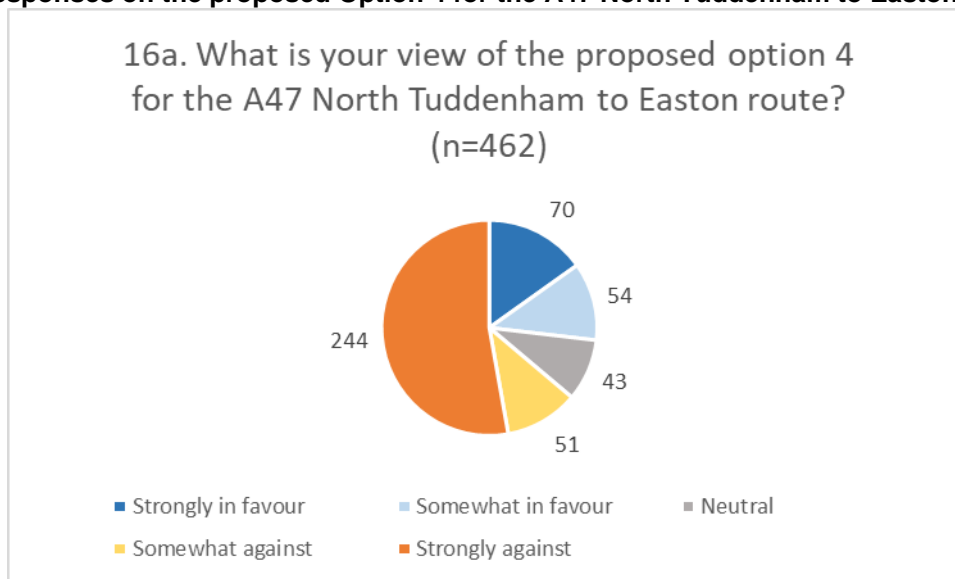
- 9.3.15 One respondent suggests that the farmland that will be lost under Option 3 is more sympathetically managed than on other parts of the A47, for example around Colton, and regrets that this area should be particularly targeted.
- 9.3.16 A few respondents are concerned about the impact of Option 3 on their businesses, including holiday lets and stables. Several are worried about the value of their properties falling or that they would have to be compulsorily purchased. One respondent says that they would be forced to close because of the land-take from the business and the fact that the new road would be dangerous for horse-riders.
- 9.3.17 A couple of respondents say access to the doctor at Mattishall from Hockering will be difficult in Option 3. They also regret the lack of public transport, and wonder what provision for public transport will be made, should Option 3 go ahead. Others highlight the difficulties in crossing Berry Lane.

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 the proposed Option 4 for the A47 North Tuddenham to Easton route and these responses are shown in the chart 10 below:

Chart 10: Responses on the proposed Option 4 for the A47 North Tuddenham to Easton route



10.1.2 Of the 462 respondents who answered this question, 70 say that they are strongly in favour with 54 expressing that they are somewhat in favour. 244 of the 462 respondents are strongly against the proposal and 51 say that they are somewhat against it. 43 feel neutral about the proposed option.

10.1.3

10.1.4 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 377 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

Routing

10.2.1 The majority of respondents who support Option 4 believe it will take traffic out of the villages and stop rat-runs. They highlight Honingham and Hockering as the villages which will benefit most, but suggest that all local towns and villages, including villages north of the A47, such as Lyng, will be advantaged. They say that there will be the least disruption to existing communities and homes, because the route will be furthest away from settlements, will not divide villages and will have the least impact on day to day life.

'Would take the traffic away from the village of Hockering. It would also stop rat runs in Honingham and return the village to a whole unit connecting the church back to the village.' (User 959)

- 10.2.2 Several respondents acknowledge that the route will involve the destruction of some wildlife habitats, but they remain supportive of Option 4 because they believe it will have the least disruption for home owners.

Engineering, design and construction

- 10.2.3 Several respondents support Option 4 because it will allow traffic to continue to use the existing road during the construction phase, minimising disruption.

'It would allow Highways England unfettered construction without having to manage the current traffic flow and construction traffic and impacting villages.' (User 932)

- 10.2.4 After construction is complete, respondents suggest the old road will be useful for local journeys, including those using public transport, which would be faster and safer without long-distance traffic, as well as providing a back-up route in case of accidents.
- 10.2.5 A few respondents have positive points to make about the engineering of Option 4, including that they think it will be easier to build as it is 'on more level ground', drainage will be better, sensitive areas could be bridged and the Honingham roundabout will be relieved.
- 10.2.6 A couple of respondents suggest that this is the cheapest option. They think the fact there are no over or under bridges will reduce costs.

Environment

- 10.2.7 The majority of respondents who support Option 4 say that it will have the least impact on the environment of the whole area. They like the fact that the route passes Hockering and Honingham, and will not severely impact on the built environment of these established communities.

'This is a no-brainer, despite it would not be my preferred route either, it is definitely the best out of the four presented. The one that runs farthest from the village of Hockering and would cause least disturbance to current traffic.' (User 1029)

- 10.2.8 They claim local residents, especially those in Hockering and Honingham, will have improved air quality, noise pollution will be minimal because the road passes some distance from the villages and that Option 4 'skirts key wildlife/countryside areas', making little or no impact on the Tud Valley.

'It doesn't ruin the village walks, doesn't cut through the lakes and would be furthest away from our wildlife and the woods.' (User 844)

Socio-economic

- 10.2.9 The majority of supporters of Option 4 believe it will have the least impact on local residents living in Honingham and Hockering. Local businesses, including Park Farm Fishery and Hockering House, say they will not be impacted by Option 4.

- 10.2.10 Respondents believe both Honingham and Hockering will be quieter, retaining their rural nature and the least amount of homes will be disrupted. They believe the route does not divide local communities and will have the least impact on access to local amenities, such as schools, medical facilities and shops. Several respondents say that it will be easier to get to the doctor in Mattishall. A few respondents support Option 4 because it will reconnect St Andrew's, Honingham, to the rest of the village, providing better access to an important community asset.
- 10.2.11 Several respondents mention that commuters will not be inconvenienced during the construction of Option 4, including those travelling to Norwich. A similar number believe that Option 4 will alleviate current congestion and make commuting faster when the road is complete.
- 10.2.12 Several local farmers are supportive of Option 4, saying that their businesses are not affected.

'This option, despite running through a rural area is my personal preferred option as it does not affect my farming operation and is the furthest away from the villages that will be affected by the increased noise of a dualled road.' (User 786)

- 10.2.13 Several respondents think Option 4 will be the most suitable route to enable future development, notably west of Easton. A couple of respondents say that this option will successfully link with the proposed food hub.

'The option will also fulfil a key objective which is the development in the local area, as a proposed industrial development planned to the West of Easton would have easy access the proposed duelling.' (User 932)

- 10.2.14 Norfolk County Council believes that Option 4 offers the opportunity to improve the setting of the Grade II * listed Church of St Andrew, Honingham and the Grade 1 listed Church of St Michael, Hockering but argue that it would also have a negative impact on the All Saints' Church in East Tuddenham.
- 10.2.15 A few of these respondents believe Option 4 will result in the least amount of compulsory purchase and therefore have the least impact on house prices.

10.3 Comments opposing Option 4

Routing

- 10.3.1 Several respondents are unclear about the way Option 4 will interact with existing roads and ask questions about the junctions, including the B1535. They are concerned that no details are provided for how Option 4 meets Church Lane, Berry's Lane and Mattishall Road. They particularly worried that these minor roads will be unable to cope with the volume of diverted traffic during construction, and would then be virtually cut off after completion.

'It will cross 5 local roads all requiring junctions and significantly more land would be required to accommodate these junctions, spoiling the rural area even more.' (User 1048)

- 10.3.2 A minority of respondents are concerned that Option 4 will not link easily to the Northern Distributor Road, as it passes too far south. They think this is a missed opportunity and are concerned that further substantial building works may be needed in the future.

- 10.3.3 Several respondents challenge the choice of route, pointing out that creating a new road will mean there are two roads to maintain.

Engineering, design and construction

- 10.3.4 Several respondents are concerned about the amount of engineering that will be required to successfully build Option 4. They claim that building in the river valley, where the ground is unstable and water tables are high, will be difficult, costly and require a lot of noisy and invasive piling works.
- 10.3.5 The impact of construction is a worry for several respondents who believe that residents will be negatively impacted by noise, dust and fumes.
- 10.3.6 Some respondents and stakeholders who object to Option 4, including East Tuddenham Parish Council, do so on the grounds of cost. They believe this route would be the longest and most expensive of the four proposals.

'Must be the most expensive option crossing the river 2-3 times plus significant compulsory purchase of homes and land.' (User 1028)

- 10.3.7 A few respondents question whether the design of Option 4 will alleviate congestion, and raise issues about the connection with the Easton roundabout.

Environment

- 10.3.8 The majority of opponents and stakeholders, including the parish councils of East Tuddenham, North Tuddenham and Hockering, express concern about the negative impact they believe Option 4 will have on the landscape of the Tud Valley, which one believes would become a 'mega traffic lane zone'.

'The dual carriageway will not just cross the River Tud but actually follow its course for part of the way. This should not be permitted along an SSSI. In fact this option is probably the least environmentally sensitive of them all.' (User 1047)

- 10.3.9 Most respondents think that Option 4 will have a negative impact on the environment. They believe the habitat of species such as barn owls, tawny owls, badgers, deer, red kites, butterflies, moths, foxes, hares, otters, water voles, hedgehogs, kingfishers, herons, great crested newts, pipistrelle bats and wild meadow flowers will be destroyed by Option 4. The fields to the south of the river and the woods at Berry's Lane and Church Lane are mentioned as areas of particular concern.
- 10.3.10 Many other respondents are worried about the negative impact on SSSIs in the Tud Valley, including board-leaved woodland and fen.

'There is no other area of such diverse interest in the Hockering area. It has a signed posted, well used, long-term standing public footpath along the bank of the River Tud. The area is carefully maintained with a Higher Level Stewardship Agreement, of especial wildlife value - fen, Alder Carr and Broad Leafed Woodland.' (User 883)

- 10.3.11 Air pollution is a concern for many respondents and stakeholders, including Childhood First, both during construction and when the road is operational. A few respondents suggest the prevailing wind direction will mean that dust and other air born pollutants will blow towards Hockering and Honingham, making air pollution significantly worse. They highlight the residents of Rotten Row and Church Lane as being particularly close to the route of Option 4

and suggest that the topography of the area will make it an unsuitable location for a dual carriageway, because of the way pollutants will linger in the air. There is particular concern for the impact of increased air pollution on the elderly and those who have asthma.

'Another factor that seems to have been ignored by Highways England is the natural formation of fogs and mists in the River Tud valley coupled with localised temperature inversions. At very many times of the year these mists and fogs envelop Rotten Row and Church Lane. The additional levels of pollutants from a dual carriageway on route option 4 will be "trapped" and concentrated by the airborne water vapour and associated temperature inversions.' (User 1095)

10.3.12 A similar number of respondents are concerned about noise pollution and vibrations from Option 4. They believe high speed traffic will create large volumes of noise, which will be exacerbated by the topography of the river valley. A few respondents highlight the impact of noise and vibration on wildlife, including barn owls and bats, as well as local people.

10.3.13 A smaller number mention worries about light pollution, especially in the Rotten Row area.

10.3.14 A minority of respondents are concerned about flood risk. They say that the water table in East Tuddenham is very high. They believe that running a dual carriageway through the flood plain of the river will increase the risk of flooding to the whole area. There is also concern about surface run-off causing flooding around Rotten Row and Church Lane. It is suggested by one respondent that any negative impact on the Tud will have a knock-on effect on the River Wensum.

'The Tud Valley is composed almost entirely of flood plain water meadow and wetlands that are extremely sensitive to changes in hydrology. The proposal to cross the Tud twice in route option 4 is unbelievable given the amount of ground stabilisation that will be necessary and ensuing destruction of natural habitats.' (User 1098)

10.3.15 A few respondents are concerned about the negative impact of Option 4 on the cultural and historic environment and archaeological sites, including the loss of the ice-house at Berry Hall. These respondents object to Option 4 as it comes too close to the Grade 1 Listed Church of All Saints in East Tuddenham, which they say is omitted from the Highways England map.

'It would benefit both Hockering and Honingham, but it would incur a great loss of important countryside along the Tud valley. Also it would be at the cost of the loss of an area of considerable beauty and of historic value (especially between Church Lane/Berry's Lane and to the south of Honingham).' (User 100698)

10.3.16 A few respondents suggest that many footpaths will be lost in Option 4. The Ramblers (Norfolk Area) remain neutral about the option, but point out that Option 4 affects many of the PRoWs in the area, and will negatively impact or 'spoil' attractive views of the Tud Valley.

Socio-economic

10.3.17 Many respondents and stakeholders, including East Tuddenham Parish Council, are concerned about the impact of Option 4 on local communities, where residents living in Church Lane and Rotten Row will be divided from East Tuddenham village, and left between two main roads. They say that children from East Tuddenham will have to cross the dual carriageway to go to school in Hockering, which will be extremely dangerous. A couple of respondents say that Option 4 severs historic links, saying that Rotten Row was once the

centre of the village it will now be divided from and that traditionally Honingham and East Tuddenham formed one joint parish.

'This is the worst option for our village - cuts East Tuddenham in half !!' (East Tuddenham Parish Council, User 1037)

10.3.18 Other respondents believe it will leave Honingham 'sandwiched' between two roads.

10.3.19 Many respondents think Option 4 will have an adverse effect on local businesses. Several respondents suggest that local tourism businesses will be impacted, as well as a number of farms and smallholdings around Berry's Lane, Church Lane and Low Road. A couple of respondents claim they will have to close their businesses or abandon their investment or development plans if Option 4 is chosen.

10.3.20 The issue of public transport is raised by several respondents. They note that several villages, including Honingham and Hockering, are already poorly served by public transport. However, the hourly Konect Bus service 4 is a lifeline for non-car users, especially the elderly and infirm. Under Option 4 public transport links would be made much more complicated and the nearest doctor's surgery in Mattishall would be very difficult to access without a car.

10.3.21 Several respondents believe Option 4 will have the greatest impact on the highest number of people and their properties, as it will take agricultural land and require compulsory purchases to be made at Rotten Row.

'I would also say that, knowing well the local terrain, it seems to us that there is barely room for such a major highway to be squeezed into the proposed route and of the four it would seem to have the greatest impact on the most people as it carves its way between two villages and a number of properties that lie between them.' (User 100524)

10.3.22 A minority of respondents and stakeholders, including Childhood First, express major concerns about a facility for children and young people which will be divided in two by Option 4. They say that Earthsea and Merrywood Children's Care Homes provide a safe and nurturing environment for vulnerable and traumatised children, which would be severely compromised by this option. Stakeholders discuss the benefits of the quiet, rural, peaceful centre on the children and young people who live there, many of whom need specialist therapeutic intervention due to previous traumatic experiences. They use the woods and rural environment to walk and cycle, which would not be possible if Option 4 were to divide the site. They strongly believe that Option 4 will have a detrimental effect on the therapy that can be provided to them.

'The A47 already causes a concern for us at times, as children have sought to run on to the road, putting themselves at great risk. This risk is minimised by the time it takes them to run down Berrys Lane, giving us the opportunity to locate them and make the situation safe. The children also benefit hugely from the therapeutic value of the local surroundings, in terms of its peaceful nature and the opportunity to walk through the woods and surrounding area.' (Childhood First – Earthsea House, User 898)

10.3.23 A few respondents ask how Ailwyn Hall Care Home, Berry Hall, and Grange Farm will be accessed, as Option 4 appears to divide them from the village.

10.3.24 Several respondents believe that a large amount of usable farmland will be lost under Option 4. A couple of respondents ask how farms that would be divided by Option 4 will be maintained. They wonder if they could be farmed in sections.

10.3.25 The Ramblers (Norfolk Area) mentions that it removes some of the pathways and PRowWs that are very popular with walkers and runners, including Hockering Footpath Nr 8 and East Tuddenham Footpath Nrs 4, 5, 6, 7, 8, 9 and 10.

Mitigation

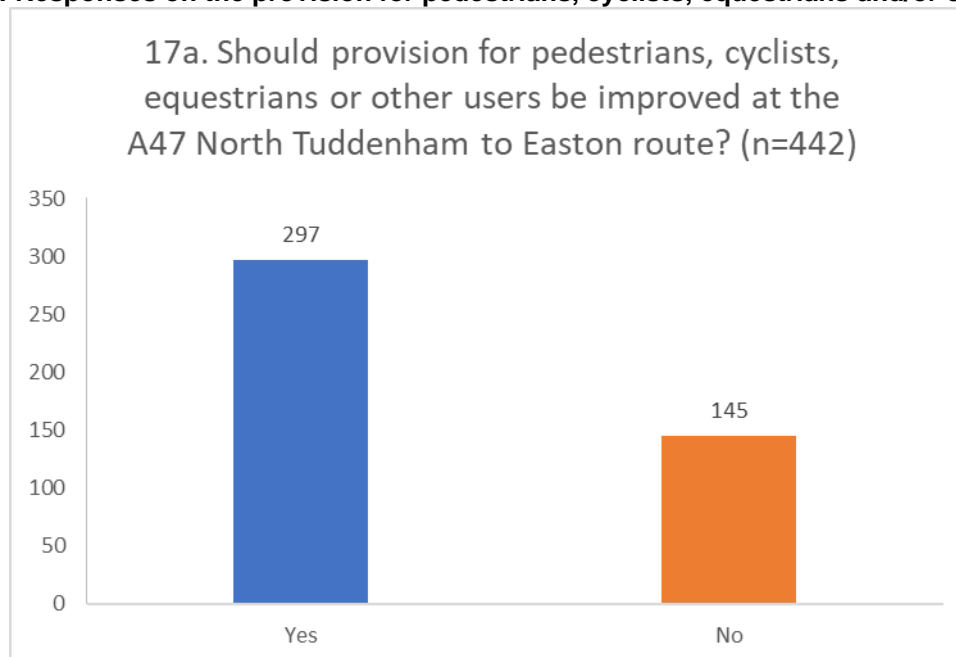
10.3.26 A couple of respondents pour scorn on the plans to mitigate flooding by the use of diverter pools and culverts. They object to Option 4 as they say it does not take into account the flooding risk.

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

11.1 Response to Question 17a

11.1.1 Question 17a asks respondents to comment on whether they believe that provisions for pedestrians, cyclists, equestrians and/or other users need to be improved along the A47 North Tuddenham to Easton Route. These responses are shown in the chart below:

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



11.1.2 Of the 442 respondents who answered this question, 297 indicate that improvements to provisions for pedestrians, cyclists, equestrians and/or other users are needed, whereas 145 indicate that they are not required.

11.1.3 Question 17b asks respondents to summarise their reasons for their response to 17a. These are discussed in section 11.2 below which summarises the views of the 364 respondents who answered question 17b as well as respondents who provided comments on provisions for pedestrians, cyclists, equestrians and/or other users within their answers to other questions in the consultation.

11.2 Summary of issues by theme

11.2.1 Many respondents agree that provision for 'non-motorised users' (NMUs) will be an essential part of any scheme chosen by Highways England. Several stakeholders, such as Norfolk County Council, support such provision as they believe this will benefit many road users for a minimal cost.

Safety

11.2.2 Many respondents believe that provision for NMUs should be provided alongside the new development to ensure their safety. Several of these respondents note how dangerous the A47 currently is and argue there is no dedicated route alongside the A47 to walk, ride or cycle safely.

- 11.2.3 Some respondents suggest that providing for NMUs will cost relatively little in the context of the whole project, making the safety benefits more attractive. Several respondents suggest the reason there are so few NMUs along this stretch of road is due to the perceived lack of safety. They argue that providing for NMUs in this development will encourage more people to cycle or walk, taking cars off the road and improving public health.
- 11.2.4 Some respondents, including Easton Parish Council, suggest methods of improving the safety for NMUs such as building footbridges for safer crossings. Some respondents say isolating NMUs from fast moving traffic is essential to ensuring their safety on a dual carriageway. They argue that cycle lanes, bridleways and footpaths should be built separately to the A47, as well as on the surrounding roads and lanes.

“With the dualling of the road speeds will increase and therefore pedestrians, cyclists, equestrians and/or other users should not be mixed with road traffic” (User 100621)

Cyclists

- 11.2.5 Many respondents argue that provision for cyclists must be included in any scheme selected by Highways England. Norwich Cycling Campaign and Hockering Parish Council are among those who believe such provision should be made, highlighting Highways England’s own Cycling Strategy, which commits them to encouraging and facilitating cycling on their road networks.
- 11.2.6 Several respondents refer to the cycle path between Hockering and North Tuddenham which they believe to be regularly used. They feel this is a good indication of the demand for further cycle paths.

“Provision for cyclists should be at least maintained and ideally improved. The current cycle way linking Hockering to the North Tuddenham road and towards Dereham has been a great improvement for the village, and definitely needs to be retained in some form to allow safe cycling along the route of the A47.” (User 978)

- 11.2.7 Several respondents suggest building cycle or bridleways off the A47 route to separate the flow of NMUs from motorised traffic. Other respondents suggest providing the old A47 for cyclists if Option 2 is not the selected option. A few respondents suggest that all new routes should be surfaced suitably for cycling to encourage their use and ensure the safety of cyclists.
- 11.2.8 Several respondents argue that a dual carriageway would not be a suitable road to cycle upon as it would be too dangerous for both cyclists and motorists. Some respondents argue that provision for cyclists on the A47 would slow traffic when the aim of the scheme is to speed up the flow of motorists.
- 11.2.9 A few respondents express their belief that demand for cycle lanes would be very low in the local community, as they do not see many cyclists in the local area. A few respondents object to the provision for cyclists as they feel cyclists do not contribute towards road improvements. They argue that the priority for Highways England and local councils should be fixing potholes in the roads which affect motorised users.
- 11.2.10 A few respondents raise objections to Option 2 as they feel that dualling the current A47 will present significant safety issues for NMUs. If Option 2 is selected, some respondents suggest that Hall Lane, Grange Lane and Broom Lane should be hard surfaced to produce a cycle way from North Tuddenham to Easton.
- 11.2.11 Several respondents express support for Option 3, including Easton Parish Council, arguing that it provides a safer, less congested environment for NMUs.

- 11.2.12 Many of the respondents who comment upon the provision for NMUs argue that facilities for pedestrians must be supplied whichever route option is chosen. East Tuddenham Parish Council is among those who argue that the proposed scheme will cut through many footpaths, forcing pedestrians to cross the dual carriageway. They feel that adequate footpaths and safe road crossings must therefore be provided along this stretch of the A47. Several respondents argue that providing such access will encourage more people to walk, providing health benefits as well as reducing traffic on the roads. They say the use of newly built pedestrian footpaths has shown the local demand for such access ways.
- 11.2.13 Some respondents suggest that pedestrians should be separated from the traffic on the A47, either through the provision of a separate footpath or by utilising the old road. They feel this would be the safest option for pedestrians and vehicles. Several respondents suggest creating grade separated crossings along the A47, either through the construction of footbridges or tunnels, to allow safe and easy access across the dual carriageway. Hockering Parish Council, however, suggest that footbridges should be avoided where possible, especially those with steep gradients.
- 11.2.14 Several respondents object to such provision, primarily because they feel that not enough pedestrians would use such footpaths to justify the investment. A few draw attention to the new footpath between Hockering and North Tuddenham which they believe is rarely used and an example of wasted investment. Some respondents argue that for pedestrians to use such a route would be unsafe and as such Highways England should not encourage pedestrian access.
- 11.2.15 Some respondents raise objections to Option 1 and Option 2 as they feel they will significantly impact on pedestrian access to amenities along the A47, as well as interrupting popular footpaths and nature walks. Many respondents object to Option 3 and Option 4 for similar reasons, with both North and East Tuddenham Parish Councils arguing that numerous public footpaths will be cut in half by these options. They feel that more footpaths will be affected through this option than any other, and they strongly oppose it for this reason.
- 11.2.16 A few respondents, including East Tuddenham Parish Council, express support for Option 2 as they believe that by dualling the current A47 it will avoid the issues of disruption to public footpaths and Public Rights of Way.

Conversion of former A47 route

- 11.2.17 Easton, Honingham, Weston Longville and Lyng Parish Councils all propose that NMUs could be directed along the old A47, once development is completed. They note this would only be possible with Options 1, 3 and 4 and therefore encourage the selection of one of these 'offline' routes.

"If the old road remains then the new road could be provisioned exclusively for cars while allowing other road users to utilise the old road in much more safety" (User 1056)

- 11.2.18 They, along with several other respondents, argue that once the new dual carriageway has been constructed the old route will be significantly less busy. They believe that provision should be made along this road for local traffic as well as a variety of NMUs, keeping them away from the dual carriageway.

Equestrians

- 11.2.19 Several respondents argue that provision must be made for equestrians along the A47. They feel that safe crossings are required to facilitate equestrian users along this stretch of the road which they believe will help to benefit the local area and local riding school.

11.2.20 Some respondents object to any such provision, however. These respondents argue that a busy dual carriageway is not a suitable place for a horse, with a few horse riders themselves arguing that to do so would be inappropriate and unsafe. They express their belief that very few equestrians would make use of the upgraded A47 and suggest the development of local bridleways as an alternative. Some respondents suggest utilising the old A47 for equestrians, after the development has been completed.

Public transport

11.2.21 Several respondents argue that whichever option is chosen for the new A47, the retention of public transport access is critical. Hockering Parish Council is among those who argue that the bus services in particular must be protected, providing transport and access to the elderly and those who do not drive. Several respondents cite the X1 bus service as their only access out of town or to the local doctors, highlighting its importance to the community.

*“We also need it confirmed that we will still get a regular bus service, as many people rely on it”
(User 1020)*

11.2.22 Some of these respondents see the upgrading of the A47 as an opportunity to improve local public transport which they argue is currently very poor in the area. Some respondents suggest leaving the old A47 and other local roads in place for buses, providing tangible benefits to the local community. A few respondents suggest investing the funds for the project solely into improving local public transport in an effort to decrease the numbers of cars on the road.

11.2.23 A few respondents object to the implementation of Option 1 as they believe that this route will have a direct effect on their local bus service, cutting off people to the north of the A47 from accessing the service. In a similar vein, some respondents support Option 2 as they believe it is the only option which will allow for the continuation of the bus services through the A47.

Improvements not required

11.2.24 A minority of respondents express the view that provision for NMUs is not required when upgrading the A47. Many of these respondents argue that simply not enough walkers, cyclists or other NMUs currently use the A47 to justify catering for their needs. Several respondents recall their own experiences to justify this view, arguing they have never seen NMUs using the A47.

11.2.25 Many respondents who argue that NMU provision is not required express concerns that such a dual carriageway would be too dangerous for such users and they should be restricted from accessing the new A47 for their own safety. These respondents feel that the increased speeds brought about by a dual carriageway would make the road entirely unsuitable for NMUs.

“I think before these considerations are made, there needs to be real thought about how many people will use them” 1032

11.2.26 Several respondents argue that the provision for NMUs would distract from the main purpose of the road which is to improve vehicle movement across this stretch of the A47. These respondents believe the road should be restricted to vehicular traffic only to ensure these aims are achieved.

12 Additional Comments

12.1 Summary of general issues not specific to options

Costs

- 12.1.1 Some respondents raise concerns regarding the overall costs of this development. Several of these respondents argue that not enough use would be made of any improvements to justify the investment from Highways England. They feel that road improvement at this time is a luxury the country cannot afford and believe that such funds would be better spent elsewhere.
- 12.1.2 A few respondents argue that Highways England need to be much more upfront about the cost of each proposal. They feel that as a public-funded body, they should provide a cost benefit analysis of each route option, so that respondents can get a better indication of the value of each option.

“As this is tax payers money, you need to be transparent about the estimated costs of each option, including any amounts that will be paid out in compensation.” 1017

- 12.1.3 Some respondents suggest alternative proposals that they believe would be much more cost effective, such as improving existing junctions.

Mitigation

- 12.1.4 Several respondents who comment on the scheme as a whole argue that mitigating any impacts should be one of the most important aspects of the scheme. Some respondents argue for the implementation of natural earth mounds, trees and quiet tarmac to minimise the level of noise pollution that dualling the road may bring about. Some query about what provision has been made for the minor roads meeting the A47. Others believe that substantial water drainage will be required to mitigate the effects of building on a flood plain. These respondents argue that such compromise is necessary when developing the proposals, so as to ensure the local environment and communities are both protected and enhanced.

Compensation

- 12.1.5 Several respondents, including Hockering Poor and Town Lands Charity, express concern about the effects of the scheme in general on the value of their properties. Several respondents raise the issue of compensation for local residents and businesses to offset the impacts of the proposed improvements. They argue that the compensation proposals as they stand are inadequate. A few respondents suggest that compensation should be provided both to mitigate the impact of the development as well as to compensate for any losses incurred during the consultation process and construction.
- 12.1.6 If compulsory purchase orders are sent out, a few respondents argue that their homes should be replaced like for like, in the same area as they currently reside. They also suggest that Highways England could compensate their community and generate goodwill by connecting St Andrew’s Church to mains water and sewage connections.
- 12.1.7 Some respondents argue that no amount of compensation would be satisfactory when considering the loss of a resident’s home and the perceived impact of this development on village life.

“No amount of compensation can make up for the loss of a home we love and the quiet village life we have chosen” 861

- 12.1.8 Several respondents express concerns regarding the timescale for the scheme's implementation. The majority of these respondents, including Norfolk County Council, argue that the proposals need to be delivered as early as possible. Several of these respondents also call for the decision on the final option to be completed as soon as possible. They fear that residents could live with years of uncertainty if the decision on the route option is delayed and request that Highways England publishes their decision soon.

Suggestions

- 12.1.9 Many respondents provide suggestions of ways to improve the scheme overall. Several respondents argue that any redevelopment of the A47 must align with the proposals for the Northern Distributor Road (NDR) to ensure a joint strategy of road building in this region. These respondents hope that, by planning ahead, Highways England can avoid having to redevelop the A47 again in the future as they feel that linking the A47 and NDR is essential.
- 12.1.10 Many of the suggestions put forward regard improving the safety features of the A47. They suggest forbidding right hand turns across traffic, reducing the number of junctions and side roads accessing the A47 or introducing more roundabouts to slow traffic. They hope that these measures will reduce the risk to motorists and non-motorised users along the road.

"A way of limiting accidents would be to slow the traffic down to a more consistent pace by inclusion of more roundabouts on existing route. Calming the erratic stop/start traffic flow along the road and onto the country narrow lanes that feed on and off the road." (User 1066)

- 12.1.11 Several respondents, including Easton Parish Council, give detailed suggestions regarding the route or layout of the proposed development. For example, Easton Parish Council and several others suggest removing the roundabouts along the route and replacing them with grade separated junctions, as they believe this will improve the safety of the junctions as well as issues with noise pollution.
- 12.1.12 Some respondents, including East Tuddenham Parish Council and the Norwich Green Party, suggest that dualling the A47 may not be necessary. They argue that similar results could be achieved through the introduction of more rigorous safety measures and the implementation of improved junctions. A few of these respondents suggest spending the funds for this project elsewhere, either on other infrastructure projects or on areas of governance that they see as more worthwhile, such as education.

13 Comments on the Consultation Process

13.1 General

13.1.1 There were more than 300 comments on the consultation process as a whole, with many of them critical of the way it was conducted. They feel that not enough research or assessment has been conducted by Highways England and that not enough thought has gone into the proposals with some respondents questioning the level of expertise being applied by Highways England to this project. A few respondents welcome the consultation and the opportunity to comment on the proposals.

13.1.2 Several respondents express doubts that the consultation will have influence on the outcome of the project, as they believe that a route has already been chosen by Highways England, with the consultation just being a formality.

“Whilst I am opposed to the dualling proposals as currently planned, I also aware that they will be implemented even in the face of opposition from local residents etc. My comments on the various route options are therefore made in the recognition of this inevitability and reflect my view on the options in terms of the environment, wildlife and local residents.” (User 1095)

13.1.3 Some respondents raise concerns with the levels of communication from Highways England, which they feel was unsatisfactory. Some respondents argue that they were not contacted by Highways England despite the proposals affecting them, their properties or business. Others feel that there was not enough time given for respondents to complete the questionnaire meaning that they were unable to conduct proper research themselves.

“I worry about this route choice as there is a lot of people living near by who might not have been aware of the route planning as we did not receive a pamphlet notifying of this proposed route, despite its proximity” (User 903)

13.2 Public Information Exhibitions

13.2.1 Honingham Parish Council is among those who feel that the exhibitions did not provide enough information on the proposed routes. They feel that the maps, information displays and staff were not sufficiently detailed or knowledgeable to give satisfactory answers to resident's questions.

“We left that consultation feeling that we learnt little to assist our deliberations.” (User 865)

13.2.2 Several respondents express concern that the residents of East Tuddenham were excluded from the public exhibitions. They believe that East Tuddenham has been ‘neglected and disregarded’ as they feel the meetings were poorly advertised in their village and East Tuddenham Parish Council was not invited.

13.2.3 Some respondents do express gratitude towards Highways England for arranging the consultations and facilitating questions and inquiries from local people.

13.3 Consultation brochure and questionnaire

- 13.3.1 Many respondents criticise the consultation brochure for containing insufficient detail to come to an informed decision. They feel that not enough information has been provided on the junctions, crossings or location of the routes themselves. Several of these respondents argue that the routes are not detailed enough to be able to comment upon with the maps providing only simplistic indicators of the route rather than concrete confirmation. Some respondents raise concerns that there is no information provided on the impact on local communities or the socio-economic health of those communities.

“The ConDoc does not provide enough information for me to make a considered judgment between the options” 816

- 13.3.2 Some respondents express concerns about perceived errors in the consultation document. These concerns primarily regard the maps provided in the brochure which these respondents believe to be inaccurate, misrepresenting either the location of the route or the topography and geography of the local villages themselves. For example, some respondents believe that some busy roads have been labelled as footpaths whilst proposed new developments and the Northern Distributor Road have been excluded from the document.
- 13.3.3 They note there are a number of recent planning consents and new housing schemes under construction, such as Heath Road, which Option 1 passes through or very close to. These are unmarked on the documents and respondents presume they will have to be demolished in this option.
- 13.3.4 Also unmarked are three lakes and a number of buildings at Park Farm Fisheries, which the route appears to pass through directly. Respondents were confused why they were not marked and upset that a popular local business would be negatively impacted by Option 1.
- 13.3.5 The description in the consultation document of Option 1 ‘passing to the north of the village of Hockering’ was deemed to be untrue by several respondents, who believed that Option 1 bisects Hockering.

*‘There is a significant mistake in the description of Option 1 in the consultation document. It says the route “passes to the north of the village of Hockering”. That’s not correct: it goes *through* the village.’ (User 1010)*

- 13.3.6 There are also several comments about the lack of detail around the proposed over / under bridge at Sandy Lane and Church Lane.
- 13.3.7 Several respondents are critical of the consultation questionnaire. A few respondents raise issues with the questions on ethnicity, feeling that it is not relevant to a consultation on the road network. Some respondents also raise concerns with the layout of the questionnaire, particularly with the equality and diversity questions. They feel these questions have taken up too much space, leaving less room for responses to ‘actual issues’.

13.4 Requests for further information or engagement

- 13.4.1 Many respondents request more information be provided by Highways England. Several stakeholders, including Norfolk County Council and Breckland District Council, reserve judgement on any of the options until more information is released so they can come to a better informed conclusion.
- 13.4.2 A significant minority of these respondents feel that much more information is needed on the proposed junctions along the new A47 as well as what will happen to the old route. They

express concerns that local residents will be unable to access either route from these new junctions, which would impact local businesses and quality of life. A few respondents claim that the map provided in the consultation documents does not show clearly how close the road would be to some properties and landmarks including St Andrew's church.

- 13.4.3 Several respondents ask for more clarity about the way in which existing roads will intersect with Option 2, claiming that this information is absent from the documents provided. There is also confusion about whether the dualling would be built to the north or south of the current road. A small minority of respondents complain that there is not enough information provided in the consultation documents about routes passing under or over Option 2 or how existing roads would join the new route.
- 13.4.4 Several respondents request Highways England to provide a cost benefit analysis of each of the proposed routes so they can gain a better understanding of the investment required, as well as details of how Highways England will come to a final decision.
- 13.4.5 Several respondents request that Highways England conduct further assessments regarding the proposals, most notably for a thorough Environmental Impact Assessment (EIA). They argue this is an essential part of the ongoing proposals, and should cover the impact on both communities and local wildlife.

"If any of these options goes forward, the preferred option/s will require full assessment of the historic environment implications. This work should include a Heritage Statement (including a desk-based assessment) and full field evaluation (which could include geophysical survey, field-walking, trial trenching and/or other techniques)." (Norfolk County Council)

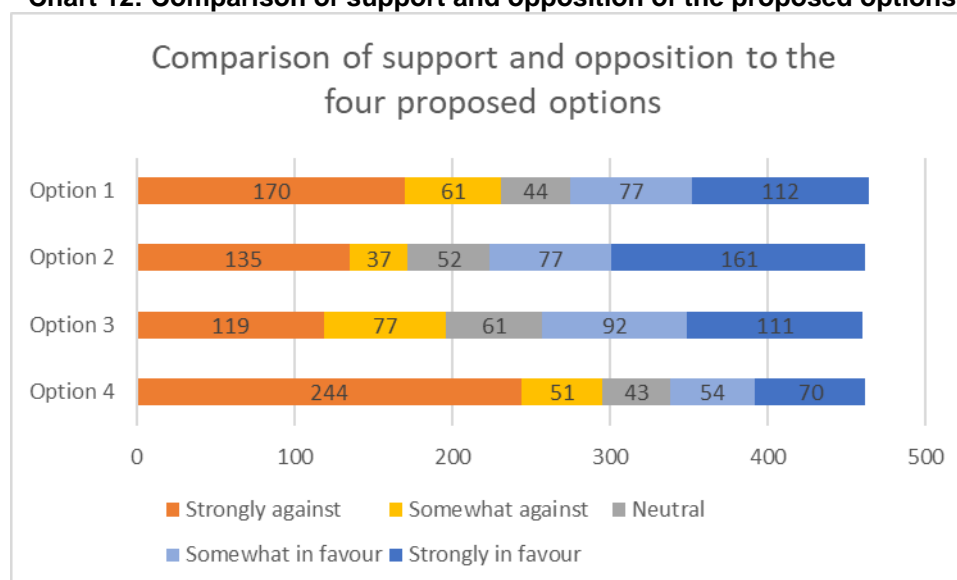
- 13.4.6 Many respondents, including Norfolk County Council, Breckland District Council and Costessey Town Council, request ongoing engagement with Highways England as the scheme progresses. These respondents hope to work with Highways England to ensure the scheme is delivered satisfactorily, taking into account local issues as well as regional transport strategies.

14 Conclusions and Recommendations

14.1 Conclusions

- 14.1.1 The total number of respondents to this consultation is 532, which includes responses from stakeholder organisations and members of the public. When asked about the need for improvement to the A47 North Tuddenham to Easton dualling, 413 respondents agree that improvements are needed while 46 disagree.
- 14.1.2 The reasons they give include improved safety, faster and more reliable journey times, improved quality of life for residents of villages currently used as 'rat-runs' and better access to other locations - locally, regionally and nationally.
- 14.1.3 Many say that the junctions between North Tuddenham and Easton are currently very unsafe, and that they must be made easier to use to improve access between local villages and for local residents to cross or join the A47. Several others say that journey times are unpredictable along this stretch of road.

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



- 14.1.4 Looking at the responses to closed questions 13a, 14a, 15a and 16a, Option 2 receives the highest proportion of support, with 161 respondents strongly in favour and 77 somewhat in favour. 172 respondents say they are against Option 2, compared to 295 against Option 4, 231 against Option 1 and 196 against Option 3. Option 4 receives by far the most opposition from respondents. A similar number of respondents select the neutral choice for each of the four options.
- 14.1.5 The main reason respondents give for selecting Option 2 is that it largely follows the existing road rather than building a new route, in turn being less intrusive to countryside, avoiding SSSI's, requiring less land purchase therefore saving project costs, and causing least impact to communities adjacent to the A47, such as Hockering.
- 14.1.6 Respondents who raise concerns regarding this option say that it will complicate the local road network, potentially cutting villages off from each other. They are worried that once dualled, the A47 will be even harder to cross or join.

- 14.1.7 Respondents who oppose Option 1 mostly commonly say that it would split the village of Hockering in two, cutting some residents off from the local schools and amenities, with frequent reference to the playing fields. Many also feel that the impact would be too great on SSIs and wildlife habitats, and that the levels of air, light and noise pollution will be unacceptably high for local residents. Respondents were also concerned about the Public Rights of Way that Option 1 would pass through.
- 14.1.8 Respondents who supported Option 1 felt it had good potential to link up with the Northern Distributor Route in the near future and that it would be the most direct route as it is relatively straight and short. They also support that it can be constructed offline, lessening the impact on traffic during construction.
- 14.1.9 Respondents who oppose Option 3 say that it is over complicated and would not deliver enough improvement as it has been designed in an effort to keep many different groups and communities happy. Many raise various concerns about the local road network and access from existing side roads onto the new A47 as proposed, with reference to the HGV route B1535 via Wood Lane. Many public respondents and stakeholder organisations strongly oppose the impact on wildlife habitat, woodland and water courses.
- 14.1.10 However, some respondents feel that Option 3 would offer benefits for local access, and many prefer the route as it avoids both Hockering and Honingham. Some argue that it would create a lot more capacity because it would enable the old A47 to become a useful local road and a backup route if there are incidents on the new carriageway.
- 14.1.11 Respondents who oppose Option 4 say that as it passes through five local roads the impact will be too disruptive during construction, but also after completion. They frequently refer to residents of Church lane, Rotten Row and Berry's Lane and the impact that the route would have to them. Many respondents are concerned about the impact this option would have on the Tud Valley landscape, and the environmental damage it would potentially cause, affecting the habitats of many types of local wildlife.
- 14.1.12 Some respondents do support Option 4 because it appears to take the traffic farther away from the Villages of Hockering and Honingham, improving the impact to residents of traffic volumes, journey times and air and noise pollution. Many feel that this option will disrupt the least property and retain the rural feel of the local communities.
- 14.1.13 A total of 297 respondents express support for improving provision for pedestrians, cyclists and other users whilst 145 say improvements are not needed. Those who support provisions for NMUs comment that there is a significant safety issue for NMUs in this area, and that Highways England must include a dedicated route to alleviate this. Some suggest that the cost of providing for NMUs is relatively low and will encourage people to cycle or walk, taking some cars off the road and in turn creating more capacity. Respondents suggest safe crossings and footbridges to improve pedestrian routes between villages and across the A47. Several respondents suggest that the old A47 would be able to provide a safe route for pedestrians and cyclists if a new road is built.
- 14.1.14 There are some respondents who disagree that improvements for NMUs are needed, saying that there are not enough cyclists or walkers to justify catering to them through alterations to the designs, or that it would be too dangerous altogether and that NMUs should be completely restricted from the new road.
- 14.1.15 Many respondents commented that they felt there was a lack of research or thought conducted to produce the proposals put forward. Many say that the consultation documents and the maps do not contain sufficient detail to support informed decision from respondents. Respondents from East Tuddenham felt that the consultation and events were not properly promoted in their area, despite a high impact to the area of some options.
- 14.1.16 Norfolk County Council and Breckland District Council, amongst others, write that they reserve judgement on the proposed options until further information or engagement is provided so that they can make an informed decision.

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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Highways England creative job number N170198

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363