

A47 corridor improvement scheme
Public consultation report
A47 Wansford to Sutton

Road Investment Strategy

A47 Improvements

Wansford to Sutton

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/A11 Thickthorn Junction; junction improvement

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

1.2 Purpose of non-Statutory Public Consultation

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

1.2.2 The Public Consultation period was from 13 March 2017 to 21 April 2017.

1.3 Purpose and Structure of Report on Public Consultation

1.3.1 This report describes the process that was followed for the non-statutory public consultation arrangements, and provides factual information on the responses received.

1.3.2 Dialogue by Design, a company that specialises in public consultation and engagement services, was appointed by Highways England, to process and analyse the responses to the Public Consultation.

1.3.3 This forms part of a package of information, informing the Preferred Route Announcement.

1.4 A47 Wansford to Sutton

1.4.1 This single carriageway section of the A47 runs from the A1 in the west (near Wansford) to the dual carriageway section near the village of Sutton in the east. It is 2.5km in length. Peterborough lies approximately 9km east of the section. Beyond Peterborough the A47 continues to Norwich and the east coast at Great Yarmouth and Lowestoft. The corridor intersects with key strategic routes including the A1 and A11. These strategic roads provide links to other urban centres including Cambridge, Ely and London.

1.4.2 The section of A47 between Wansford and Sutton acts as a bottleneck, resulting in congestion and leading to longer and unreliable journey times. This section of the A47 also has a poor safety record.

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

1.4.4 The scheme will support economic growth by making journeys safer and more reliable.

1.5 Scheme Objectives and Proposals

- 1.5.1 HE's Strategic Business Plan sets out the objectives of the proposed A47 Wansford to Sutton 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 Wansford and Sutton 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 3 route options for consultation.

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

2.1.2 Where we propose to build a new road, the existing carriageway could be retained for access to fields, farms, properties and for non-motorised groups such as pedestrians, cyclists and equestrians where possible.

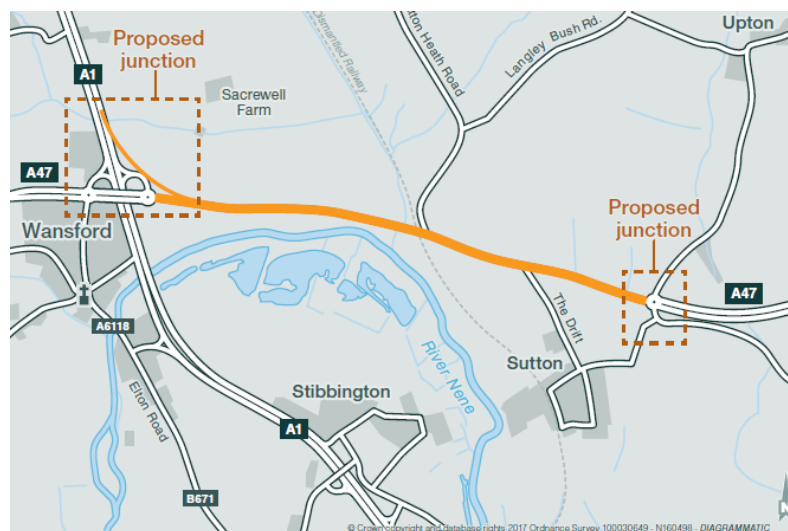
2.2 Proposed Option 1

2.2.1 Option 1 dualling the existing A47 and creates a free flow slip road from the A1 southbound.

2.2.2 The new dual carriageway will be constructed on the line of the existing A47 and will join the existing carriageway at the eastern roundabout at the A1/A47 interchange and at the Nene Way roundabout at the eastern end of the scheme.

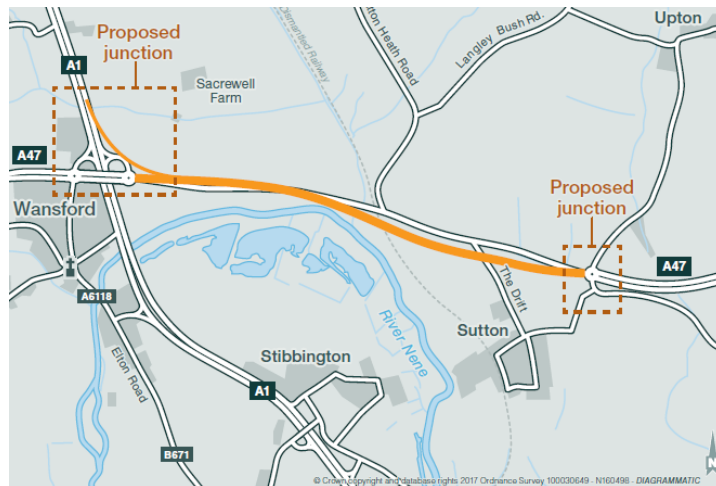
2.2.3 At the western end of the scheme, the southbound slip road from the A1 will be realigned to provide a free flow link between the A1 southbound carriageway and the new eastbound carriageway of the A47.

2.2.4 The slip road from the A1 will also connect to the existing roundabout to accommodate A47 westbound traffic. As a result, it is likely that we would need to acquire land adjacent to the existing road.



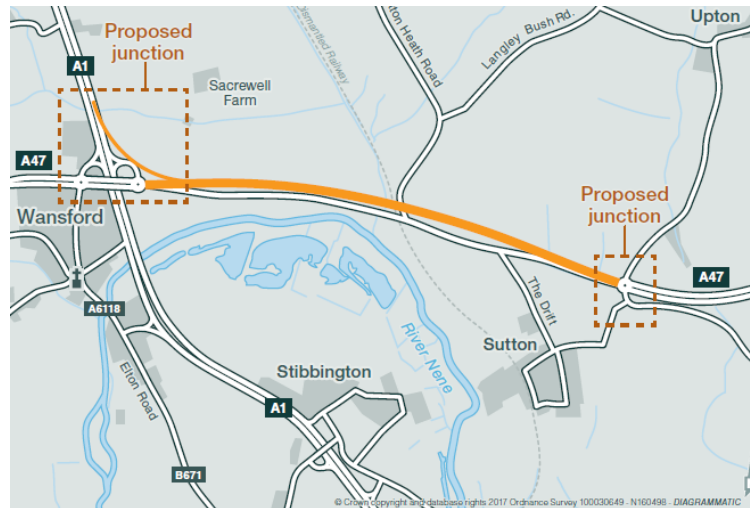
2.3 Proposed Option 2

- 2.3.1 Option 2 involves creating a new dual carriageway that runs to the north and to the south of the existing A47. It will include a free-flow slip road from the A1 southbound.
- 2.3.2 The new dual carriageway will be constructed to the north of the existing A47 at the western end and will join the existing carriageway at the A1/A47 interchange.
- 2.3.3 The dual carriageway crosses to the south of the existing road and joins the Nene Way roundabout at the eastern end of the scheme.
- 2.3.4 At the western end, the southbound slip road from the A1 will be realigned to provide a free flow slip road from the A1 southbound carriageway to the new eastbound carriageway of the A47.
- 2.3.5 The slip road from the A1 will also connect to the existing roundabout to accommodate A47 westbound traffic. As a result, it is likely that we would need to acquire land adjacent to the existing road.



2.4 Proposed Option 3

- 2.4.1 Option 3 proposes building a new dual carriageway to the north of the current A47. It will include a free flow slip road from the A1 southbound.
- 2.4.2 The new dual carriageway will be constructed to the north of the existing A47 and will join the existing carriageway at the eastern roundabout at the A1/A47 interchange and at the Nene Way roundabout at the eastern end of the scheme.
- 2.4.3 At the western end, the southbound slip road from the A1 will be realigned to provide a free flow slip road from the A1 southbound to the new eastbound carriageway of the A47.
- 2.4.4 The slip road from the A1 will also connect to the existing roundabout to accommodate A47 westbound traffic. As a result, it is likely that we would need to acquire land adjacent to the existing road.



2.5 Alternative Options

- 2.5.1 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.
- 2.5.2 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>
- 2.5.3 Please click through the appropriate links to download and view the Non-Technical Summary Report.

3 Consultation Arrangements

3.1 Brochure and Questionnaire

- 3.1.1 A copy of the Public Consultation brochure is included in Appendix A.
- 3.1.2 The brochure includes:
- Information on the scheme proposals
 - A map showing constraints around the local area
 - Contact details to enable comments to be made to Highways England. These consisted of postal address, email and website address, and telephone number.
- 3.1.3 A separate questionnaire document for respondents to complete and return to the Highways England was prepared. A copy of this questionnaire is also included in Appendix B.
- 3.1.4 Questions were asked to gain information such as type and location of user, frequency and purpose of use, and to obtain feedback on the proposal shown. Information and analysis of the questionnaire responses received is provided in the following Sections. Respondents were also invited to make additional comments if they wished to do so.
- 3.1.5 Brochures and questionnaires were also deposited at Peterborough Town Hall and Sacrewell Farm (after the PIE).

3.2 Advertising

- 3.2.1 The Public Consultation Exhibition was advertised as follows:
- Highways England website for the A47 Improvement:
 - <http://www.highways.gov.uk/a47Improvement>
 - Highways England press notice (published on 15 March 2017):
 - [https://www.gov.uk/government/news/have-your-say-on-plans-to-dual-and-improve-
junctions-on-the-a47](https://www.gov.uk/government/news/have-your-say-on-plans-to-dual-and-improve-junctions-on-the-a47) ;
 - Invitation to local MPs, local councillors and other key stakeholders to attend a preview of the Exhibition, before it opened to the public, held on the 13 and 14 March 2017 for Norwich and Peterborough, respectively;
 - Advertisements in local newspapers; Norwich Evening News, Eastern Daily Press, Peterborough Telegraph and Stamford Mercury;
 - Interviews on local television news and radio;
 - Notices posted at strategic locations around the Wansford and Sutton area before the Exhibition;
 - Leaflet drops were undertaken around the Wansford and Sutton area;
 - Notices posted at the exhibition venue on the days of the exhibition;
 - A 'static' advertisement was set up at both Peterborough Town Hall and Sacrewell Farm (after the PIE) (refer to Section 3.6 for further details).

3.3 Public Information Exhibition

- 3.3.1 The Public Information Exhibitions (PIEs) were held on 23, 24 and 25 March 2017. Details are shown in Table 3.1 below, including the number of visitors that attended. The exhibition was attended by staff from Highways England and its consulting engineers Amey, who were available to answer questions on the proposals from members of the public.
- 3.3.2 The venues were selected with the aim of providing the optimum opportunity for members of the public across the area to attend, as well as offering the most suitable facilities locally to hold such an exhibition.
- 3.3.3 The PIEs presented the scheme proposals on display boards, with a combination of drawings and descriptive text. The display material was based on the brochures, presented to a lesser detail.
- 3.3.4 Copies of the brochure and questionnaire were available at the exhibitions. Members of the public were advised that they could complete a hard copy of the questionnaire and post it back the HE using the Freepost envelope provided or complete the questionnaire online at the website detailed in the brochure.

3.4 Display Material

- 3.4.1 The display material contained information about the scheme and the issues surrounding it, including the following:
- Welcome board (including an introduction to the scheme);
 - A47 Wansford to Sutton (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);
 - 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
Peterborough Town Hall	Tue 14 Mar	9am – 5pm MPs, Councillor and stakeholder Preview	Not recorded

Venue	Date	Opening Times	Number of Visitors
Haycock Hotel, Wansford	Thurs 23 Mar	3pm – 8pm	68
Sutton Church, Sutton	Fri 24 Mar	10am – 5pm	70
Sacrewell Farm Centre, Wansford	Sat 25 Mar	10am – 2pm	33

3.6 Additional material on display

3.6.1 An additional ‘static’ panel was set up at Peterborough Town Hall, and following the PIE the key display material regarding the options were left on show at Sacrewell Farm Centre until the end of the public consultation. 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 170 received from the following channels:

Table 1: Number of responses by type

Type of responses	Count
Online response form	96
Response form hardcopy	58
Emails/letters	15
Technical Report	1
Total	170

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 Wansford, Sutton 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
4. 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)	152
5. How often do you travel through the A47 Wansford to Sutton route? (Daily; Weekly; Monthly; Not at all)	150
6. For what purpose do you travel through the A47 Wansford to Sutton route? (Local journeys; Long distance journeys; Local business; Commuting)	128

¹ See section 4.3.2 interpreting the charts

7. How close do you live to the A47 Wansford to Sutton route? (Under 1 mile; Between 1 and 5 miles; Greater than 5 miles)	152
8a. Do you think improvements are needed to the A47 Wansford to Sutton route? (Yes; No)	152
8b. Please explain the reason for your response	148
9a. What is your view of the proposed option 1 for the A47 Wansford to Sutton route? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	146
9b. Are there any reasons for your choice?	110
10a. What is your view of the proposed option 2 for the A47 Wansford to Sutton route? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	146
10b. Are there any reasons for your choice?	97
11a. What is your view of the proposed option 3 for the A47 Wansford to Sutton route? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	146
11b. Are there any reasons for your choice?	106
12a. Should provision for pedestrians, cyclists, equestrians or other users be improved on the A47 Wansford to Sutton route? (Yes; No)	149
12b. Please explain the reason for your response	134
13. Please use this space if you wish to make further comments (including non-fitting letters or emails)	87

Responses via the website

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

Paper response forms and letters received via the freepost address

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

Email responses

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

Responses containing non-text elements

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

4.2 Analysis Process

- 4.2.1 A coding framework was created to ensure a thorough and fair analysis of the views expressed by respondents. The coding framework enabled analysts to categorise responses by themes and issues so that main ideas as well as specific points of detail could be captured and reported.
- 4.2.2 A senior analyst reviewed an early set of responses to formulate an initial framework of codes. A two-tier approach was taken to coding, starting with high level themes and then specific codes. The top-level themes are listed below.
- Improvements Needed
 - Proposed Option
 - Non-motorised users (NMUs)
 - General
 - Consultation Process
 - Location
 - Other
- 4.2.3 Each code within a theme represents a specific issue or argument raised in the responses. The analysts use natural language codes (rather than numeric sets) as this allows them to suggest refinements as well as aiding quality control and external verification.
- 4.2.4 The application of a code to part of a response was done by highlighting the relevant text and recording the selection. A single submission could receive multiple codes. Where similar issues were raised, care was taken to ensure that these were coded consistently.
- 4.2.5 The coding process enabled all responses to be indexed according to the issues raised by respondents, and enabled a detailed summary of the content by means of this report.

4.3 Reporting

- 4.3.1 Chapters 5 to 9 of this report summarise the main themes raised by respondents to the consultation, including members of the public and stakeholder organisations.
- 4.3.2 Quotes from respondents are used to illustrate particular arguments throughout the report. These quotes are taken directly from consultation responses and any spelling or grammatical errors are those of the respondent and not Dialogue by Design.
- 4.3.3 The following points should be considered when interpreting the charts in this document:
- As a consultation process is self-selecting, those who respond cannot be considered a representative sample. This is why absolute numbers have been used rather than percentages.
 - The values shown in the chart show only those who completed the online or paper questionnaire.
 - Some respondents chose not to answer some of the closed questions on the questionnaire or did not answer the closed question but chose to answer the open question.
- 4.3.4 Please note, therefore, that the proportions shown in the charts cannot be considered as fully representative of all respondents who participated in the consultation, and certainly not representative of any wider community or population. The number of valid responses to a question is indicated on the graph as (n=x).

4.4 Quality Assurance

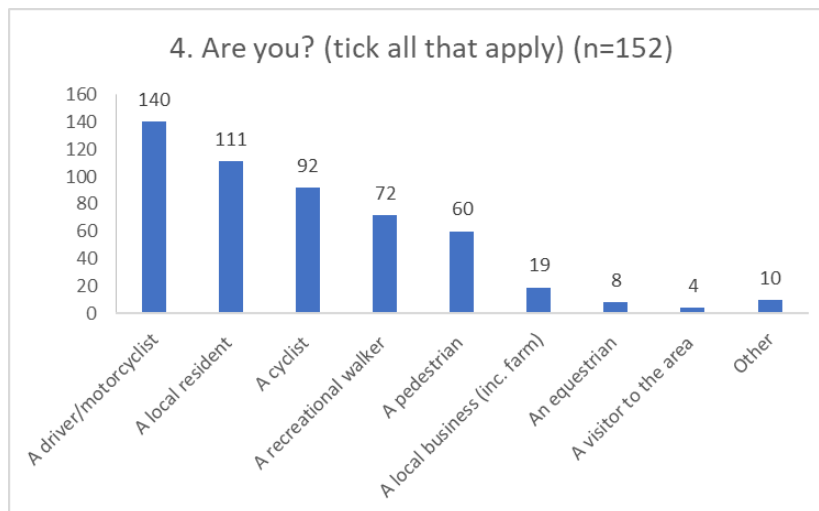
- 4.4.1 DbyD has a series of quality assurance procedures in place at different stages of the data entry and analysis stages to ensure that representations are accurately captured and analysed.
- 4.4.2 A senior member of staff reviews a sample of the work of all our trained data entry staff. If any errors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

5 Questions about road usage

5.1 Types of road user

5.1.1 Question 4 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:

Chart 1: Types of road user

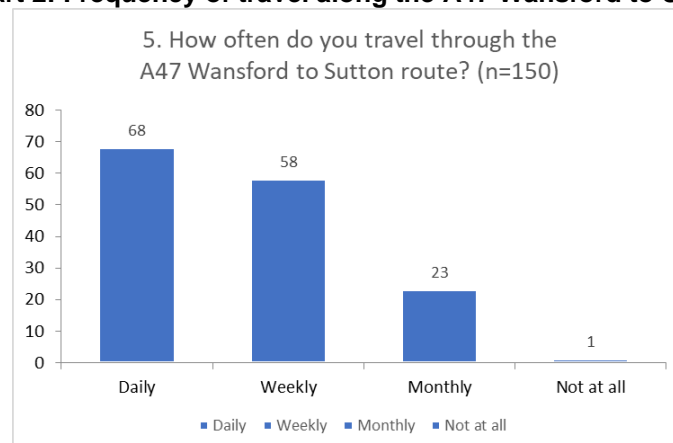


5.1.2 Of the respondents who answered this question, 140 identify themselves as drivers/motorcyclists, 111 as local residents and 92 as cyclists. 72 respondents identify themselves as recreational walkers, and 60 as pedestrians. 19 respondents identify themselves as a local business or farm, and a small proportion of respondents selected other descriptions.

5.2 Frequency of travel along the A47 Wansford to Sutton route

5.2.1 Question 5 asks respondents to select how often they travel along the A47 Wansford to Sutton route and these responses are shown in the chart 2 below:

Chart 2: Frequency of travel along the A47 Wansford to Sutton

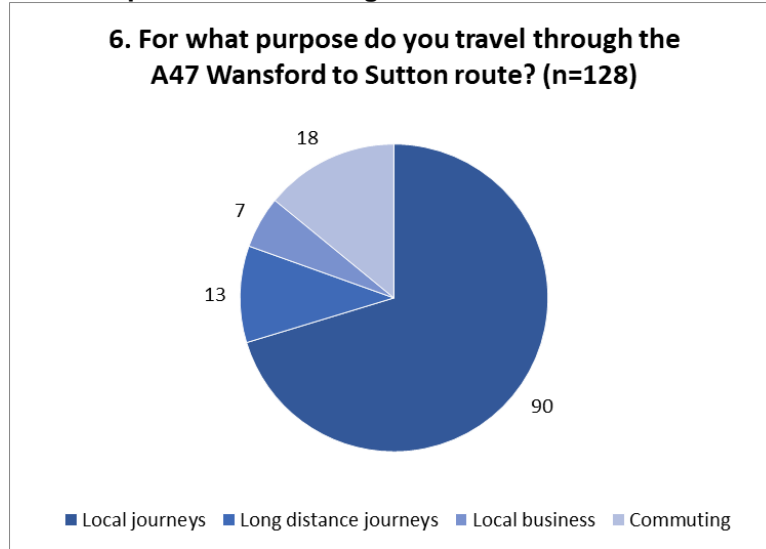


5.2.2 Of the 150 respondents to this question, 68 indicated that they travel along the A47 Wansford to Sutton route daily, with 58 indicating that they travel along this route weekly. The remaining 24 respondents indicated that they travel along this route monthly (23) or not at all (1).

5.3 Purpose of travel along the A47 Wansford to Sutton route

5.3.1 Question 6 asks respondents to select the purpose of their travel along the A47 Wansford to Sutton route and these responses are shown in the chart 3 below:

Chart 3: Purpose of travel along the A47 Wansford to Sutton route

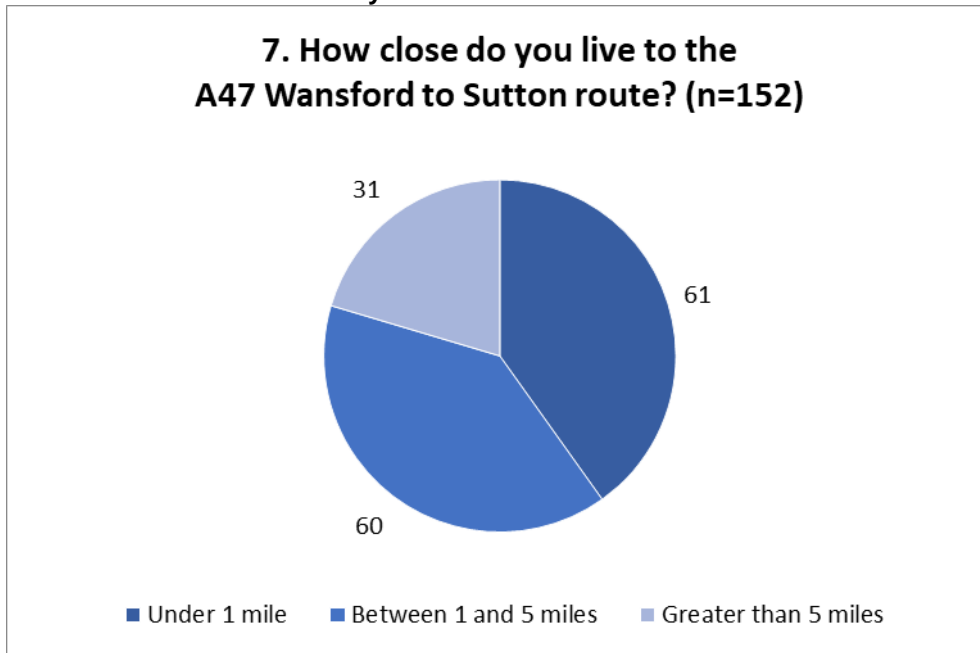


5.3.2 Of the 128 respondents to this question, 90 indicate that they travel along the A47 Wansford to Sutton route on local journeys. 18 say that they travel along this route on their commute. 13 respondents selected long distance journeys and 7 respondents selected local business as their reasons for travelling along the A47 Wansford to Sutton route.

5.4 Proximity to the A47 Wansford to Sutton route

5.4.1 Question 7 asks respondents to select their proximity to the A47 Wansford to Sutton route. These responses are shown in the chart 4 below:

Chart 4: Proximity to the A47 Wansford to Sutton route



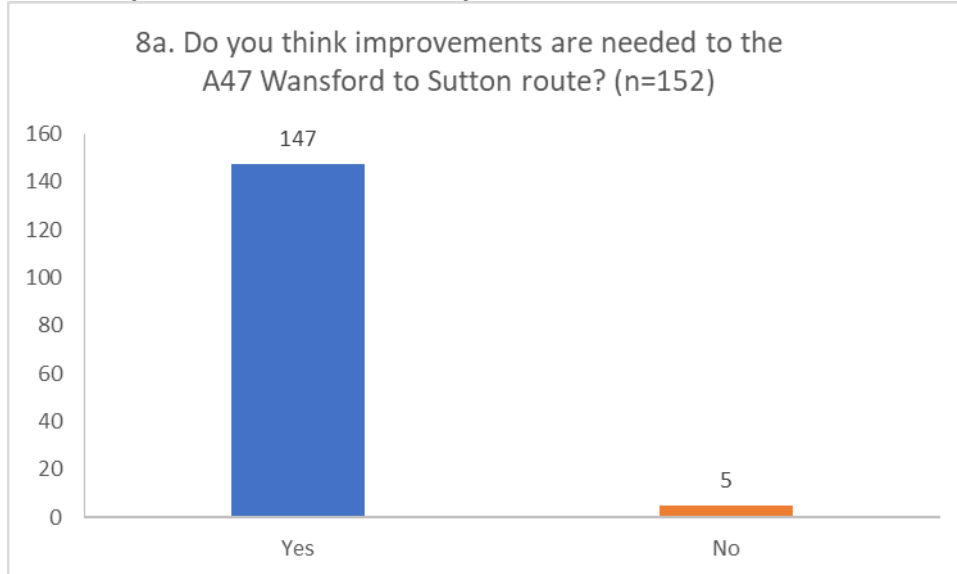
5.4.2 Of the 152 respondents who answered this question 61 indicated that they live under 1 mile away, and 60 indicated that they live between 1 and 5 miles away. 31 indicated that they live more than 5 miles away.

6 The Need for Improvements

6.1 Response to question 8

6.1.1 Question 8a asks respondents to select whether they agree or disagree that improvements are needed to the A47 Wansford to Sutton route and these responses are shown in the chart 5 below:

Chart 5: Responses on the need for improvements to the A47 Wansford to Sutton



6.1.2 Of the 152 respondents to this question, 147 indicated that 'yes, improvements are needed', while five respondents selected no.

6.1.3 Question 8b asks respondents to summarise their reasons for their response to 8a. These are discussed in section 6.2 below which summarises the views of the 148 respondents who answered question 8b 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

Congestion

6.2.1 Most respondents who believe that improvements are needed along this route comment that congestion issues need to be addressed. They say that there are delays along the A47 in both directions at peak times, which some respondents believe leads to dangerous driving and accidents. A few respondents suggest that drivers avoid the A47 westbound at peak times due to this traffic and seek alternative routes, for example some use a more southern route to connect to the A1 even if they are travelling further north.

"As a driver who uses the A47 from Leicester to Norwich on a regular basis I find that the section from the Wansford to Sutton is generally congested and insufficient in capacity for the people who use it." - User 37

- 6.2.2 Several respondents mention that congestion has worsened as the volume of traffic has increased over the last 30 years in this area. Some believe that traffic will continue to increase as areas in and around Peterborough are growing with increased jobs and housing being developed. A few respondents comment that the route is too short with too many junctions, and they mention that the capacity is inadequate to cope with the current level of traffic and request that it be dualled. Respondents comment that the road is too narrow, contributing to congestion and safety issues, as it is not possible to overtake slow moving HGVs and accidents cause blockages.

“Traffic levels have grown to the point where the present system is unfit to cope.” - User 100206

- 6.2.3 Some respondents, including Wansford Parish Council, comment specifically on congestion issues at the A1/A47 interchange which they suggest causes bottlenecks in all directions, particularly due to commuter traffic. For example, a large proportion of respondents comment on traffic on the eastern roundabout, which queues onto the southbound carriageway of the A1. Several respondents including Cambridgeshire Constabulary, comment that the introduction of traffic lights on this roundabout has not improved traffic conditions, and many comment that they have made matters worse, increasing congestion on the A1 and A47. Some respondents comment that there is too much congestion at the western roundabout of this interchange with traffic joining the A1 northbound. Respondents also comment that the bridge over the A1 which connects the two roundabouts is too narrow and that widening it would improve traffic flow.
- 6.2.4 Several respondents comment on issues at the roundabout at Sutton, saying that there is too much congestion at peak times, making it difficult to turn into Peterborough. They comment that this is made worse by the fact that many drivers assume it will be two lanes as it merges from two into one and suggest that it is dangerous.

Safety

- 6.2.5 A large proportion of respondents argue the necessity for improvements to the safety of this route, which they believe to be especially hazardous at peak times to the average user of the A47, with a recent fatality in this area. Some respondents feel that the previous improvements to the A47 have not achieved their aims, as the road remains unsafe. Some of these respondents argue that the proposed scheme needs to slow traffic to lessen the risk of collision along the narrower section of the route.

“It is dangerous, poorly maintained and a busy stretch of road. the Sutton roundabout is lethal when heading east and exiting to castor/Ailsworth and Sutton” – User 115

Engineering, design and construction

- 6.2.6 The Cambridgeshire Constabulary and Wansford Parish Council, along with several other respondents, argue that there are hidden junctions along this stretch of the A47 that are particularly dangerous. For example, several respondents comment on accidents at Sutton Heath Road junction, which connects Southorpe to the A47, where they say it is difficult to turn onto the A47 given the speed of drivers and the level of traffic. Respondents comment that drivers adopt alternative routes to avoid this junction, for example diverting to Upton village to join the A47 at Sutton roundabout contributing to congestion.
- 6.2.7 Respondents including William Scott Abbott Trust mention that turning right from the A47 to Sacrewell Farm is dangerous and puts visitors, volunteers and employees at risk, as oncoming traffic moves too quickly. They call for access provisions to be improved. Several respondents also mention safety issues when turning in and out of the BP garage as there is

too little room to pull off or rejoin the A47. Additionally, a few respondents mention accidents turning from the A47 onto the Drift.

“The turn out of Southorpe in the mornings is impossible too as there's so much traffic. People take chances and it's dangerous.

The turn in and out of the petrol station is also tricky.” – User 100182

- 6.2.8 Respondents comment on specific areas of the route which require improvements, for example several say that improvements are needed on the slip road off the A1 southbound, as it is too short and traffic backs up onto the A1. Some specify that both roundabouts at the Wansford interchange require improvements, particularly if the A47 road on this route is improved which would increase traffic flow into this interchange.
- 6.2.9 Several respondents comment that the A47 on this route is too narrow and needs widening; they suggest that this means there is no safe route for cyclists, especially given the speed and volume of HGVs, and some say that it leaves no room for emergency vehicles.
- 6.2.10 A few respondents raise further concerns regarding the current condition of the road along this route. Sutton Parish Council is among those who claim that the A47 in this area is structurally unsound with areas of subsidence and potholes posing a significant safety risk for those travelling along it. They argue that the proposed improvement scheme must be implemented to address these issues.

“Needs updating. Poor vision. Poor road surface. Soft verges either side. Few escape routes. Numerous right turn junctions. Water collects on road surface as well as debris from neighbouring fields.” – User 100186

6.3 Comments opposing the need for improvement

- 6.3.1 Some respondents comment that while improvements to this stretch of road will reduce accidents, it will not improve traffic flow as the whole section of the A47/A1 needs improving. For example, a few respondents comment that the stretch of road to the west of the interchange is also a single carriageway which is not straight so improvements to the Wansford-Sutton route will not make a large difference overall, and may create issues further down the line.
- 6.3.2 Several respondents comment that widening the road is unnecessary and that traffic flows well most of the time, with issues only occurring at peak times. They comment that the benefits would not outweigh the cost and the disruption during construction, particularly as it is such a short stretch of road.

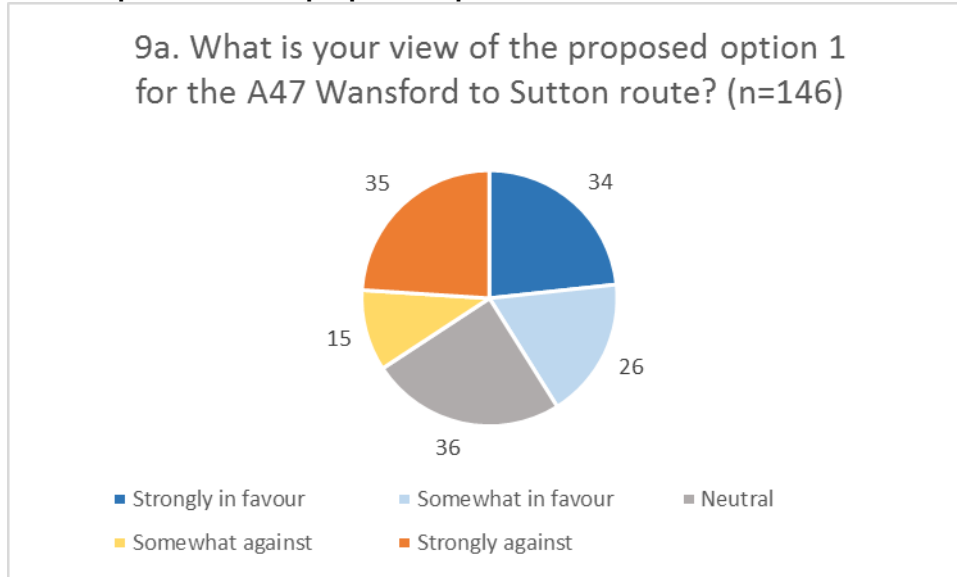
“Traffic flows freely for about 91.6% of the day (22/24 hrs). Even in heavy rush hour traffic, there is probably only a delay of a maximum of 10min to journey times. 10min is nothing when compared to inner city driving and is probably well below the national average.” - User 102

7 Comments on Option 1

7.1 Response to question 9

- 7.1.1 Question 9a asks respondents to select their level of support for the proposed Option 1 for the A47 Wansford to Sutton route and these responses are shown in the chart 7 below:

Chart 7: Responses on the proposed Option 1 for the A47 Wansford to Sutton route



- 7.1.2 Of the 146 respondents who answered this question, 34 indicated that they are strongly in favour and 26 somewhat in favour of Option 1. It is quite evenly split as 35 indicated that they are strongly against Option 1 and 15 somewhat against it. The highest choice is the neutral option with 36 respondents.
- 7.1.3 Question 9b asks respondents to summarise their reasons for their response to 9a. These are discussed in section 7.2 below which summarises the views of the 110 respondents who answered question 9b 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 Respondents who support Option 1, are pleased that it follows the route of the existing road, and think this is 'logical', 'sensible' and 'straight-forward'.

'This option [1] appears to me to be the most practical and sensible option in that the existing road is converted into dual carriageway. The idea of a purpose built slip from the southbound A1 joining the A47 Eastbound is an excellent idea.' – User 72

- 7.2.2 Although a few respondents concede that there may be logistical challenges during construction that would need to be addressed, they think Option 1 presents the best route and that diversions, especially for wide loads, would be able to manage on a temporary basis.

- 7.2.3 Some respondents specify that the route for Option 1 would not disrupt certain properties or roads for example Sacrewell and Windgate Way.

Engineering, design and construction

- 7.2.4 A couple of respondents support the design of Option 1 as it does not leave a 'dead road' behind after construction is complete, which they believe would be obsolete and may provide a site for the travelling community. They cite an example of a disused section of road near Wansford, which they do not think has been utilised well for the benefit of local residents. A few respondents support the idea of a purpose built slip road from the southbound A1 to the eastbound A47. Some respondents support Option 1 because they consider it the cheapest option.

Environment

- 7.2.5 Several respondents including Peterborough City Council feel that Option 1 will have the least impact on the environment of the surrounding area, including SSSIs and County Wildlife sites, as a few respondents suggest that the land used in Option 1 would be brownfield, and consider this beneficial to the environment.
- 7.2.6 A couple of respondents are pleased that Option 1 retains the railway station and bridge of the old Stamford and Essendine Railway, which they consider to be historically interesting.

Socio-economic

- 7.2.7 Several respondents suggest that Option 1 uses the least amount of land, and therefore will reduce the amount of purchase required. A couple of respondents say that the land that will be used is not high quality farming land, and therefore this will minimise the economic impact on local businesses.
- 7.2.8 Peterborough City Council, and a few other respondents, raises the viability of Sacrewell Farm as a leisure resource, stating that Sacrewell must retain its quiet atmosphere.

"The viability of Sacrewell Farm as a leisure resource is heavily dependent on visitors who value its safe, quiet and historic environment. Any proposals for the A47 improvement must be capable of maintaining the seclusion of Sacrewell and at the same time, giving safe access for both motorists and also walkers /cyclists." - Peterborough City Council

7.3 Comments opposing Option 1

Routing

- 7.3.1 Respondents who oppose Option 1 comment that it does not provide a practical solution to address the alignment issues (for example the turn over the old railway) and is not suitable for dualling without giving more details. A very small proportion of respondents comment that the number of roundabouts within such a short distance causes issues and will not be improved with Option 1.

Engineering, design and construction

- 7.3.2 The majority of respondents who oppose Option 1 do so because of concerns about disruption and congestion during construction. Respondents comment that agricultural traffic will be forced to mix with long-distance traffic and will create 'rat-runs' through local villages. Several are concerned about the impact on Sutton and Wansford, where they think residents

will be severely inconvenienced. A few respondents comment that the introduction of traffic lights while construction is in progress will cause mayhem.

- 7.3.3 Several respondents including the Processors and Growers Research Organisation (PGRO) comment on junctions along this route. Some criticise the Sutton Heath Road junction, as they say that there do not appear to be any improvements to this junction provided by Option 1. Others comment that the southbound carriageway of the A1 will be impacted by fast vehicles joining from the improved A47.
- 7.3.4 Several respondents think that Option 1 does not give adequate provision for non-motorised users (NMUs). For example, there is concern about how a cycling lane could be provided. More details about respondent's views on provisions for NMUs will be discussed in further detail in chapter 10.

Environment

- 7.3.5 A few respondents comment on flood risks for this option, suggesting it impinges on the floodplain of the River Nene. They suggest that this is worse for Option 1 than other options which pass further south. Peterborough City Council lists some potentially significant SSSIs and areas with protected habitats where environmental damage should be avoided. These include:
- Sutton Meadows County Wildlife Site
 - Sutton Disused Railway
 - River Nene
 - Sutton Heath & Bog
 - A section of ancient hedgerow present along Sutton Heath road;
 - A disused railway bridge.

Socio-economic

- 7.3.6 Some respondents are concerned that the construction of Option 1 will impact access to their homes. For example, the Fenland Cycling Club mention the access from Langley Green Lane, which appears to be blocked and others are worried about access to Wansford. One respondent expresses concern that disruption during construction will impact on events, including the Burghley Horse Trials.

'For the duration of the building we would be cut off and it is hard to imagine how we could get out of Wansford, as there would be so much traffic cutting through the village. If, at quieter times, we were able to get out of the village, the chances of getting into Peterborough along the route in any sensible timescale would be zero if the current road were to be involved.' - User 130

Safety

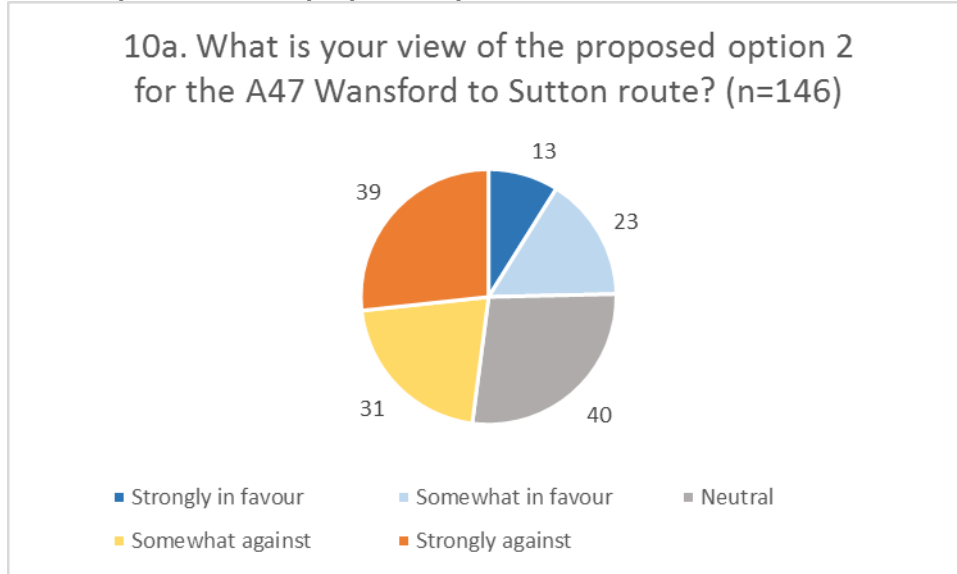
- 7.3.7 Some respondents express frustration that the design is not straight, adding that Option 1 is not addressing the Southorpe turning, which they regard as an accident black spot.

8 Comments on Option 2

8.1 Response to question 10

- 8.1.1 Question 10a asks respondents to select their level of support for the proposed Option 2 for the A47 Wansford to Sutton route and these responses are shown in the chart below:

Chart 8: Responses on the proposed Option 2 for the A47 Wansford to Sutton route



- 8.1.2 Of the 146 respondents who answered this question, more respondents rate it negatively or neutral than positively: 39 indicate that they are strongly against the proposal and 31 somewhat against. 13 respondents indicate they are strongly in favour and 23 saying they are somewhat in favour. 40 feel neutral about the proposed option.
- 8.1.3 Question 10b asks respondents to summarise their reasons for their response to 10a. These are discussed in section 8.2 below which summarises the views of the 97 respondents who answered question 10b as well as respondents who provided comments on Option 2 within their answers to other questions in the consultation. Respondents were very brief in their comments.

8.2 Comments supporting Option 2

Routing

- 8.2.1 Respondents who support Option 2 believe it would cause the least disruption compared to the other options. Some suggest that Option 2 will have minimal impact during construction, due to its distance from the existing route.

Engineering, design and construction

- 8.2.2 Some respondents express reasons for supporting the design of Option 2, for example that it would allow Sutton Heath Road to connect directly to the Sutton roundabout using a section of the old A47. A few respondents comment favourably on the proposed free flow slip road from the A1 southbound to the A47 eastbound and one respondent expresses support that

the proposed route would result in the removal of the lay-by, which has had a long-term problem with criminal activity.

Environment

- 8.2.3 A few respondents believe that this option would have the least environmental impacts on the area with the attempt to avoid the SSSIs.

Socio-economic

- 8.2.4 A few respondents believe that this route would have minimal impacts on important landmarks compared with other options, for example to the former railway station and scheduled monument area. A very small proportion of respondents including the Homes and Communities Agency (HCA) says that route Option 2 requires the least land take.

8.3 Comments opposing Option 2

Routing

- 8.3.1 A few respondents express concern that the route travels too far south and several believe that it would disrupt the existing A47 as it would cut the existing road in half, making it less suitable for use as a local road. A small proportion of respondents suggest that the proposed route is not straight enough. Greenworld Sales Ltd and a small proportion of other respondents suggest that the existing route should be used, rather than a new road being built. Barnack Parish Council suggests that if option 2 was chosen, traffic would be unable to join the A1 without travelling east first.

Engineering, design and construction

- 8.3.2 Several respondents express concern about the impact of construction, commenting on the level of congestion that will occur as a result. One respondent believes that the existing road would need to be blocked following construction to prevent criminal activity.
- 8.3.3 A few respondents say that the proposed route leaves this section of road with too many roundabouts and some suggest that it does nothing to solve congestion and safety issues at Wansford and Sutton roundabouts.
- 8.3.4 A small number of respondents suggest that the proposed route would be more costly than other routes due to the risk of landslip (see below 8.3.3. Environment).

Environment

- 8.3.5 Some respondents express concerns about the environmental impacts associated with the route for Option 2. Concerns include the belief that this route could lead to pollution in the River Nene, or effect the ancient hedgerows on Sutton Heath Road. Many respondents express concerns that the route passes close to the River Nene, encroaching on a flood plain, and representing a flood risk.

“The field between the existing A47 and river is a very important flood plain and will impact very badly in times of high flood (consult the environment agency), it will also impact on very established wildlife areas and would cause more noise pollution to our property.” – User 100205

- 8.3.6 A few respondents comment that the route cuts into the countryside and several respondents express concern for the resulting loss of farmland. Some of these respondents believe that the acquisition of land would increase the cost of the proposal.

- 8.3.7 Many respondents express concern that the route would encroach on areas of protection, including a number of County Wildlife Sites (CWS) and a few respondents comment on wildlife habitats which may be effected, such as badgers, bats, swans and barn owls.

Socio-economic

- 8.3.8 A large proportion of respondents oppose this option because of the impacts on local residents and villages. Many of these respondents express concern that the proposed route will be located closer to the village of Sutton which would increase noise and air pollution impacting the village, and one respondent believes that this could not be mitigated through landscaping. Peterborough City Council expresses concern about the noise impact on Sacrewell Farm, which, it says, is reliant on providing a quiet environment for its visitors.

“To take the road south brings the road too near the village of Sutton. This will cause unnecessary pollution in the village, which would be avoided by taking the road to the North.” – User 100195

- 8.3.9 Some respondents express concerns about the impact of this route on properties. Others comment that congestion during construction could affect businesses and amenities in Peterborough, with a small number of respondents expressing concern that the proposed route would impact heavily on Sacrewell Farm. Several respondents suggest that the bungalow on the Sutton Road would have to be demolished for this route to be implemented. A few respondents say that this route would affect the values of their properties and some others comment that land is being bought unnecessarily from private owners on either side of the route.
- 8.3.10 Peterborough City Council, while strongly in favour of all options, expresses concerns relating to the impact of Option 2 on heritage sites, suggesting that the proposed route would disrupt important Roman burial remains and a disused railway bridge of local importance.
- 8.3.11 Several respondents including JP & M Sharpley & Son express concerns about potential subsidence problems, which some believe that this will increase the cost of the project.

Suggestions

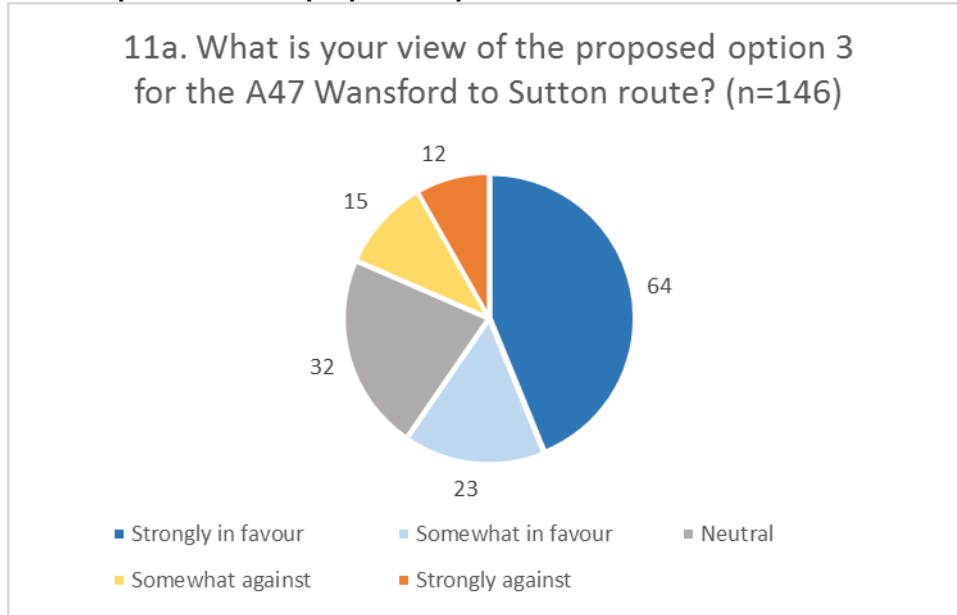
- 8.3.12 A small number of respondents offer suggestions to improve this option. These include:
- That the existing A47 could be retained as a slip road be created for the Nene Way roundabout.
 - That the existing A47 be used as a ‘leisure’ route,
 - That the existing railway cutting bridge could be used to provide a segregated underpass to Sutton Bridge Road.

9 Comments on Option 3

9.1 Response to closed question

- 9.1.1 Question 11a asks respondents to select their level of support for the proposed Option 3 for the A47 Wansford to Sutton route and these responses are shown in the chart 9 below:

Chart 9: Responses on the proposed Option 3 for the A47 Wansford to Sutton route



- 9.1.2 Of the 146 respondents who answer this question 64 say that they are strongly in favour with 23 expressing that they are somewhat in favour. 12 of the 146 respondents are strongly against the proposal and 15 say that they are somewhat against it. 23 feel neutral about the proposed option.
- 9.1.3 Question 11b asks respondents to summarise their reasons for their response to 11a. These are discussed in section 9.2 below which summarises the views of the 106 respondents who answered question 11a 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

- 9.2.1 Many respondents who prefer Option 3 comment simply that it is their preferred option and that it seems the most sensible. Others give specific reasons which are summarised below.

Traffic/Congestion/Capacity

- 9.2.2 Some respondents believe that Option 3 will be the best at addressing issues of congestion. A few respondents welcome that the old road could be left as a service road, or a slip road onto the new carriageway, for local traffic as well as cyclists and pedestrians. Some comment that the old A47 and Sutton Heath Road could be connected then local traffic to Stamford could flow without having to access the new A47 dual carriageway.

Routing

- 9.2.3 Quite a few respondents are happy that the route goes so far north, as it takes the road away from Sutton and through open land instead. A few also comment that it will improve access to Sacrewell farm.

Engineering, Design and Construction

- 9.2.4 Many respondents, including Peterborough City Council and Peterborough Cycle, say that this option will have the least impact on the existing road during construction, with the existing A47 still being able to take traffic, especially traffic into Peterborough. A few respondents like that it is an entirely new road separate from the old one, which may aid in the creation of a network of local roads.

“This option would cause less disruption during construction and would leave the existing road for use as a cycleway link from Peterborough to villages to the west.” – User 100208

- 9.2.5 A couple of respondents believe this will be the cheapest option, claiming that the land needed for this route has already been purchased by Highways England for potential development. Other respondents, including Sutton Parish Council, say that this route offers better options for linking in side roads to the new dual carriageway, with the Council going on to say the route preserves The Drift as an access point. Wansford Parish Council believes that this route is best to address the congestion/safe access issue for A47 and A1 traffic.

Environment

- 9.2.6 Some respondents, including Sutton Parish Council, welcome Option 3 due to it taking noise and air pollution away from Sutton, and therefore minimising the impact on the environment. A few respondents, including Sutton Parish Council, support that this option is further away from the River Nene, and thus avoids risk of flooding and going through Nene’s floodplain. A few respondents, including Milton (Peterborough) Estates Company & Sir Philip Naylor Leyland BT, support the option as it takes relatively little land, other than what Highways England already owns.
- 9.2.7 A few respondents believe that this route would have relatively little impact on the wildlife and countryside in the area, with Sutton Parish Council suggesting woodland on the north side of the present road could be retained, potentially even as a screen for the road. Other respondents suggest that this route would not have a large impact on wildlife, suggesting for example that the area from Nene Way roundabout to Sutton Heath Road doesn’t have County Wildlife Site (CWS) status, and that the proposed route could allow for improvements to CWS along the route.

Socio-economic

- 9.2.8 As has already been mentioned, some respondents from Sutton are pleased that the route in this option goes north, taking the road and all its effects away from the village. A few of respondents claim that property will be much less affected by this option, with no demolitions or people being forced to move. Respondent suggest this route may be better for the service station, if it carries on in business, and Sacrewell Farm’s visitor centre won’t be directly affected by the new road suggesting it will become more accessible for visitors. A few saying the whole area becomes more accessible, especially for local bus services.

Health and Safety

- 9.2.9 Some respondents comment that Option 3 would benefit safety, as it would remove accident black spots including A47 / Sutton Heath junction. A few comment that it would provide a safer route for local traffic and cyclists.

Suggestions

- 9.2.10 Some respondents who support Option 3, give caveats to their support. A few respondents comment that Option 3 is supported provided it does not impact on Sacrewell farm. Some respondents comment that although they prefer Option 3, they believe that this project will have a limited effect overall, and that the A47 should be dualled for a longer stretch.

9.3 Comments opposing Option 3

Routing

- 9.3.1 Some respondents, including the Homes and Communities Agency express concern about the land take required for this route. They mention, for example, that if the eastern junction is moved further to the west to provide for the construction, this would increase the land take for this project. Others comment that there would be land take required for the realignment of Sutton Heath Road. Barnack Parish Council expresses concern that this route would cut Sutton Heath Road off from the A47 as no slip road is provided to the new proposed route.

Engineering, Design and Construction

- 9.3.2 A few respondents feel that this option does not address the issues at the Wansford and Sutton roundabouts and does not solve the problems on the side roads as mentioned above.

Environment

- 9.3.3 Some respondents comment that this route will cause too much farm land to be destroyed and others express concern that although this looks like a good option it would have a greater impact on nearby SSSIs and CWS than other options. Several respondents express concern that that this option would lead to the destruction of the old railway station and railway bridge and others comment that it may run through bronze age crop marks which are on the Scheduled Monument list.

Socio-economic

- 9.3.4 Several respondents believe that option 3 would have adverse impacts on Sacrewell and could affect its ability to operate as a visitor centre, they comment that this should be protected from noise and visual intrusion. A few respondents comment that this option may affect gardens and properties along the route.

“Although this northern route would necessitate construction over some of the Bronze Age crop marks and the nearby woodland area, I feel that this is the best option and would cause the least ‘damage’ to the countryside.” – User 100185

- 9.3.5 The Homes and Communities Agency raises concerns that option 3 could take around 10% of land that was identified to form the western part of Great Kyne.

“There is the potential for a very high proportion of the area identified in the draft Great Kyne masterplan as the employment zone to be incorporated into the land required for the highway. The employment zone is located in this position in order to create a buffer for the residential land, and to reduce the need for landscaping for that purpose.” - Homes and Communities Agency

Suggestions

9.3.6 Respondents make some suggestions about Option 3:

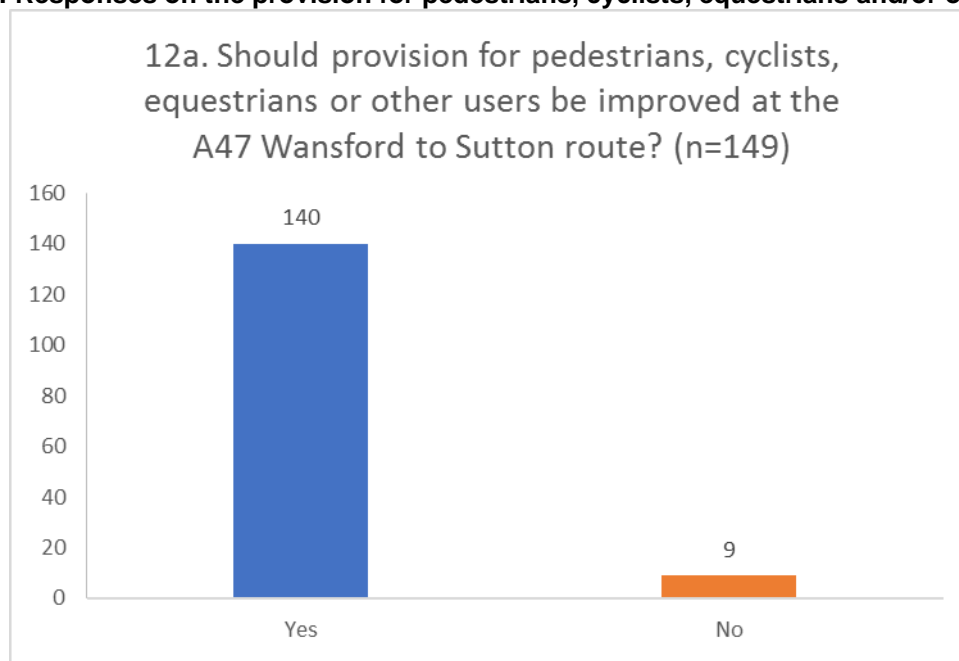
- Add a connection to Sutton Heath Road, with the possibility of a bridge or underpass
- Add a roundabout at Sutton Heath Road which uses the old A47 as a slip road leading into the Drift.
- the new road to be built to the north of the tree belt to shield the village of Sutton
- the road to be built further south to protect woodland.

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

10.1 Response to question 12

10.1.1 Question 12a 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 Wansford to Sutton Route. These responses are shown in the chart below:

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



10.1.2 Of the 149 respondents who answered this question, 140 indicate that improvements to provisions for pedestrians, cyclists, equestrians and/or other users are needed, whereas nine indicate that they are not required.

10.1.3 Question 12b asks respondents to summarise their reasons for their response to 12a. These are discussed in section 10.2 below which summarises the views of the 134 respondents who answered question 12b 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.

10.2 Summary of issues by theme

10.2.1 Many respondents express their belief that provision should be made for Non-Motorised Users (NMUs) along the A47 corridor during the construction of the proposed upgrade. They argue that pedestrians, cyclists and equestrians have a right to safe and pleasant passage down this route to the same extent as motorised vehicles. Several respondents argue that the government should be encouraging more provision for NMUs, not only because it will remove cars from the road but will also encourage more people to take up a healthy, active lifestyle.

Safety

- 10.2.2 Several respondents raise concerns regarding safety issues for NMUs along the current A47. Wansford and Sutton Parish Councils both argue that the road between their villages is too dangerous for use by NMUs, with fast traffic and poor facilities for those not in a vehicle. These respondents believe that adequate provision must be made for NMUs to ensure their safety along these stretches of the A47. Several respondents suggest that if either Option 2 or 3 are chosen, then the old A47 route could be used exclusively for NMUs and local traffic, which would be much safer for these groups, separating them from the dual carriageway. A few respondents suggest implementing safe crossing points and dedicated bridleways for NMUs use to use to ensure their safety.

“However the geographic nature of Sutton together with the usage by villagers, hikers and equestrians along tight lanes and blind bends cannot ensure that a safe environment would be guaranteed for cyclists” - User 100173

- 10.2.3 A few respondents oppose provision for NMUs on the basis that they do not believe it would be possible to remove safety risks from merging NMu travel and a dual carriageway. They believe that such a compromise would remain dangerous and should therefore not be considered. A few of these respondents argue that there are already recreational routes for pedestrians, equestrians and cyclists, so by improving these NMUs will have no need to travel on the A47.

Cyclists

- 10.2.4 Many respondents argue that provision should be made especially for cyclists as part of the proposed scheme. They argue that as it stands, the current A47 is a major hazard for cyclists, compromising of high speed vehicles, multiple corners and narrow pinch points. As such, Yaxley Riders, Fenland Clarion Cycling Club, Peterborough Cycle West and several other respondents argue that a safe cycle path should be installed at the same time the A47 is developed. They hope that this will keep cyclists safe and separate from the busy traffic on the new dual carriageway.

“Unless the new road includes a cycle path, it is very likely that the crossing point over the A1 at Wansford will effectively be cut off for cyclists” - User 43

- 10.2.5 Several respondents oppose the implementation of Option 1, as they believe that it will not provide any advantages to cyclists during the dualling of the road. They argue that if Option 1 is selected, a separate, safe cycle path will have to be constructed alongside the new A47 to ensure the safety of cyclists. Sutton Parish Council is among those who raise concerns regarding Option 2, as they believe cycle access to the new or old road will both be limited.
- 10.2.6 Option 3 is the popular choice amongst respondents when providing for cyclists, as several respondents argue that it would ‘create favourable conditions for incorporating a cycle way’. Peterborough Cycle West and Sutton Parish Council both suggest using the old A47 as a route for cyclists alongside the new A47. They believe that this would be significantly safer after traffic had been reduced and provide the ideal corridor in between Sutton and Wansford.

Pedestrians

- 10.2.7 Several respondents support provision being included in the proposals for pedestrian’s access and amenity. They feel that pedestrian access should be extended from Sutton to Wansford, increasing the possibilities for all walkers and encouraging recreational pedestrians. Several respondents argue that at present, amenities for walkers have been lost

as traffic along the A47 and the lack of accessible footpaths have restricted pedestrian's options.

"Good walking and cycling access to Wansford can't come fast enough!" – User 58

10.2.8 Some respondents express their support for Options 2 and 3, as they see their construction as an opportunity to use the old A47 as a footpath. They believe these options will provide pedestrians with a pleasant walkway connecting Wansford and Sutton, whereas Option 1 offers no such amenity. A few respondents oppose Option 2 as they believe that its position will threaten the peaceful River Nene footpath, spoiling one of the few remaining footpaths in the area.

10.2.9 A few respondents oppose any provision for pedestrians during the development of the scheme, as they do not believe that pedestrians should mix with vehicles on a fast dual carriageway. These respondents argue further that the benefits for walkers are not worth the perceived environmental damage brought about by such a development.

Equestrians

10.2.10 Several respondents suggest that provision for equestrians must be included in the proposals, primarily due to the number of horses they see being ridden around the area. These respondents argue that stables exist on either side of the A47 meaning that equestrians must be allowed to cross and travel safely. A few respondents support either Options 2 or 3 as they believe that equestrians will be able to use the old A47 once the new road has been constructed.

"Whilst not an equestrian myself there are many horses around and so getting over the A47 safely for them should also be considered" – User 118

10.2.11 Some respondents express concerns that any provision for equestrians be provided at all. They argue that equestrians should not be permitted to travel on the A47 at all, as they consider it to be far too dangerous on a busy road with significant HGV traffic.

Public transport

10.2.12 A few respondents suggest that the provision of public transport should be vital to the ongoing development of the scheme. One of the primary reasons Sutton Parish Council oppose the selection of Option 1 is their belief that this will constrain bus access through The Drift and into Sutton. Option 3, on the other hand, is praised for providing better accessibility to Sutton and Sacrewell Farm by bus. Wansford Parish Council and a few other respondents suggest the bus service needs to serve Sacrewell Farm or have a bus only access onto the Old North Road so as to ensure that NMUs can still access public paths, bridleways and amenities.

"Closure of The Drift is also considered undesirable, likely to attract antisocial behaviour and constrain school bus access into Sutton" – User 100226

11 Additional Comments

- 11.1.1 Several respondents support the development more generally which they believe to be long overdue, although they state no preference for any of the proposed routes. Cambridgeshire County Council writes that while they have no route preference, they support the principle of the proposal and what it sets out to achieve. Peterborough City Council support all options expressing that Options 1 would be more disruptive but have less impacts on the environment and historic landscape. Conversely it believes that Options 2 and 3 would cause less disruption but have a greater impact on the environment. Sutton Parish Council argues that none of the proposed options address the tail backs along the A47.
- 11.1.2 A few respondents are clear that they oppose all the options presented, with some arguing that such a development should not be a priority.

11.2 Summary of impacts by theme

Safety

- 11.2.1 Several respondents raise concerns regarding the safety of the proposed development, specifically when joining or leaving the main road onto a slip road. They feel that the elimination of congestion and the subsequent speeding up of traffic will make any turns off and onto the A47 or A1 extremely hazardous. The Processors and Growers Research Organisation argues that a fast exit from the A1 onto the A47 will directly impact on the safety of the entrance to their site.

Environment

- 11.2.2 Many respondents who comment generally on the proposals raise concerns regarding their impact on the environment of the local areas between Wansford and Sutton and along the A1, (for example Sacrewell Farm and properties on Windgate Way and Stibbington), arguing that the noise levels along the A47 and around the surrounding properties would increase significantly with a rise to four lanes of traffic. A greater number of vehicles travelling at a greater speed would, in their view, make the noise levels in the local area intolerable. Some argue that the impact of four lanes of traffic on the visual landscape of the area would be significantly increased.

“My real concern is for much higher levels of noise pollution to our house/business and wildlife areas we own” – User 100205

- 11.2.3 Campaign to Protect Rural England and some members of the public are concerned that the expansion of the road network will encourage more car dependant developments such as business parks and retail centres in the area, blighting their countryside.
- 11.2.4 A few respondents, including Peterborough City Council, raise concerns regarding the impact of the proposed development on heritage sites in the area, saying that they do not believe that buildings of local importance and character should be sacrificed to make way for this development.
- 11.2.5 With regards to the whole development several respondents object to the proposals as they feel that the land take is significant and that Highways England must minimise the impact of the scheme upon local land. The Homes and Communities Agency suggest this should be done by constructing a roundabout, instead of a grade separated interchange.

Socio-economic

- 11.2.6 Some respondents raise concerns regarding the developments impact on the local residents and their villages and communities. They argue that any disruption to local roads would have a massive impact on local villages, causing rat runs to develop through previously peaceful village centres and cutting off access to local amenities for residents, such as the doctor's surgery and local shops.
- 11.2.7 Some express concerns regarding the impact on the local economy that these proposals may have. Wansford Parish Council believes that construction may cut off access to local tourist attractions and amenities such as Burghley Park, where key events are held.

Traffic/congestion

- 11.2.8 Several respondents, including Barnack Parish Council, raise concerns that the current A47 will be inaccessible during construction, leading to significant delays and congestion. They fear this could lead to rat runs developing through local villages, creating bottle necks in country lanes. A few respondents express further concerns that increased capacity will encourage more traffic overall rather than addressing problems.

Mitigation

- 11.2.9 Several respondents suggest methods of mitigating these effects on the local area brought about by the development. Some ask that screening is implemented along the road by planting trees, having high banks and installing noise barriers to reduce sound, light and visual pollution for local residents. Others suggest the road should be placed in a cutting in the landscape, lowering the structure for a similar effect.

"The noise levels need to be considered as the A1 is already noisy. Noise reducing surface or banking is required" – User 100180

- 11.2.10 A few respondents refer to Buildings of Local Importance, including the old station building and Heath House, suggesting that they be carefully re-located nearby if they cannot be avoided, or instead photographed for a publicised historic record. Some argue that any impact on cultural heritage sites must be kept to a minimum.

11.3 Suggestions

- 11.3.1 Respondents make several suggestions regarding the overall proposals including:
- An underpass crossing the new A47 at Sutton Health Road, which could provide for local traffic and cyclists;
 - Retaining the petrol station and incorporating it into the design of the new A47;
 - Converting the junction at the eastern end of the scheme to make it grade separated to alleviate congestion by allowing traffic to flow freely;
 - Clear signage, overhead as well as road markings to ensure they are always visible;
 - Consider the Lorry park as part of the design;
 - Lengthen the slip road from the A1 and lower speed limits to make joining from side roads safer;
 - Improve access to the A47 from Sutton Junction (Barnack Parish Council).

"It appears that all 3 options would make a dead end of Sutton Heath Road. There have been many fatalities at its junction with the A47 and drivers should be made to turn left and then right at the Sutton Junction" – User 100213

- 11.3.2 Wansford Parish Council suggests a full road coming south from the Eastern roundabout which would pass underneath the realigned A47. They also suggest removing access to the A47 from Old North Road to reduce the speed of the traffic entering the roundabout westbound.

12 Comments on the Consultation Process

- 12.1.1 Some respondents, including Peterborough City Council, comment positively on the consultation process and how it was conducted by Highways England. They thank Highways England for the opportunity to comment on their proposals and are pleased to see that important stakeholders such as Natural England and the Wildlife Trust were contacted.
- 12.1.2 Several respondents criticise the level of publicity it received. These respondents argue that the consultation was poorly advertised and was not open for long enough. Some respondents feel that very little detail was provided in the consultation documents, with some requesting that the consultation is repeated once Highways England has released more detailed plans of the three options.

"I therefore strongly advise that the consultation be repeated with the missing information about how the three options would connect, or not, with the A47" – User 114

- 12.1.3 A few respondents object to Highways England rejecting some options before a public consultation took place, as they feel that they have not been presented with all of the available options.

12.2 Public Information Exhibitions

- 12.2.1 Wansford Parish Council say that they found the face to face explanations given by staff at the public information exhibitions very helpful, and provided a better understanding of the information from the booklets.

"We were concerned at the lack of detail in the consultation literature, particularly with respect to road junctions, but the face to face explanations given by HE project staff compensated for this" - Wansford Parish Council

- 12.2.2 However, a few respondents did not feel that the events provided them with any further information not already available to them.

12.3 Consultation brochure and questionnaire

- 12.3.1 Several respondents raise concerns regarding the lack of information and materials found within the consultation brochure. Some argue that the access to the new A47 is an essential part of the development, so they would have expected to see the proposed junctions in much more detail. Some respondents say they would like to see much more information on the minor roads surrounding the A47 so as to fully understand the developments impact on the locality.

"We were concerned at the lack of detail in the consultation literature, particularly with respect to road junctions" – User 100233

- 12.3.2 Some respondents particularly express their concerns regarding the maps provided in the consultation brochure. They criticise the maps for not providing a detailed idea of what the proposals would look like or how they would affect the area. Some respondents report errors within the maps, such as the mislabelling of bridleways and unexplained annotations.

“We find it frustrating that these options are so very diagrammatic. No indication is given of how side road junctions might be handled and these are major considerations, your ideas for which would have greatly helped to inform our views at this stage” - Sutton Parish Council

- 12.3.3 A few respondents question the relevancy of demographic questions when discussing road improvements and express their frustration with the online form which would not allow them to choose more than one option on multiple choice questions.

12.4 Requests for further information or engagement

- 12.4.1 Cambridgeshire County Council and Peterborough City Council write that the consultation materials lack detail on important topics, such as the protected species in the area, the traffic modelling used and the details of the proposed junction layouts.
- 12.4.2 They request that Highways England must carry out further assessments in the area surrounding the scheme such as environmental assessments, archaeological assessments, further design work and more thorough traffic modelling. They suggest that these are done in consultation with relevant parties such as Historic England, Natural England, Wildlife Trust, Peterborough City Council regarding the ecological mitigation proposals and landscaping details.
- 12.4.3 Several respondents say that they cannot comment on the proposed options until they know what the plans are for Sutton Heath Road and The Drift.
- 12.4.4 Wansford Parish Council requests for ongoing levels of engagement with Highways England.

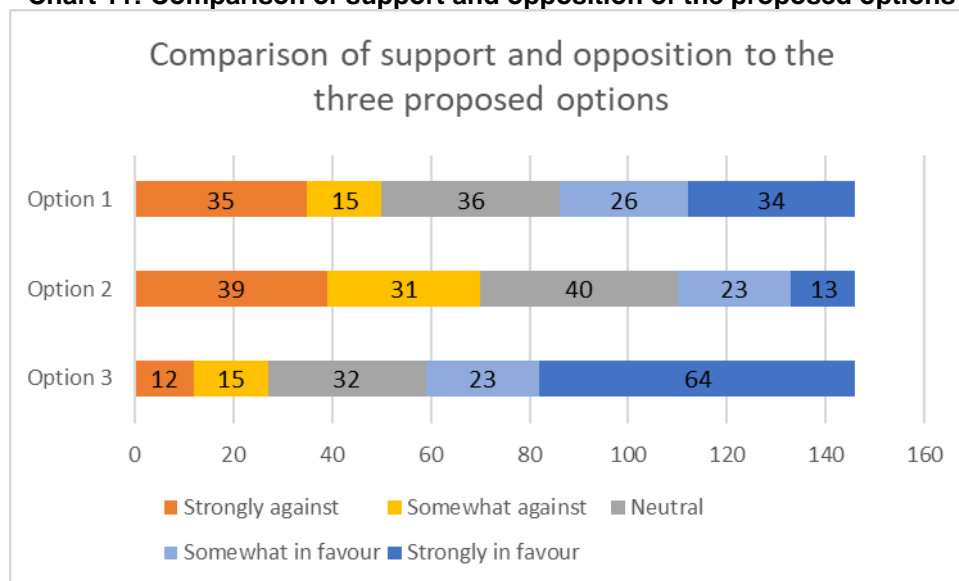
13 Conclusions and Recommendations

13.1 Conclusions

13.1.1 The total number of respondents to the consultation is 170, which includes responses from key stakeholders and members of the public. When being asked about the need for improvement to the A47 Wansford to Sutton, five respondents disagree that improvements are needed, 147 are in agreement. Congestion and the increasing volume of traffic are highlighted as the most common reasons for support for improvement. Safety at junctions and along this stretch of the A47 is a main concern. There are comments that the road is too narrow and poorly maintained but some argue the benefits of the scheme would not outweigh the cost.

13.1.2 Looking at the responses to closed questions 9a, 10a and 11a (see Chart 11 below), Option 3 receives the highest proportion of support, with 64 respondents strongly in favour and 23 somewhat in favour. 27 respondents say they are strongly against or somewhat against Option 3, compared to 50 against Option 1 and 70 against Option 2 which is the option most opposed by respondents. A similar number of respondents select the neutral choice for each of the three options.

Chart 11: Comparison of support and opposition of the proposed options



13.1.3 The main reason for support for Option 1 by respondent is that it follows the existing road layout, minimising the land-take and environmental impact and not leaving a 'dead road' behind. Others argue this option will cause disruption during construction, force agricultural traffic to mix with long-distance traffic and create 'rat-runs' through local villages. Concerns are also expressed about flooding and damage to local habitats as well as the impact on existing junctions and the turning over the old railway.

13.1.4 Support for Option 2 comes from those who believe it will have the least impact during construction and allow Sutton Heath Road to connect directly to the Sutton roundabout using the old A47 road. Respondents also welcome the removal of a lay-by which is a location for criminal activity. Those who oppose this option are concerned about its proximity to Sutton and the impact on local residents and businesses. They also say this route could be at risk from flooding and will remove valuable farmland and wildlife habitats.

- 13.1.5 Option 3 is the preferred option for many respondents who feel it is the best option for addressing congestion and welcome the conversion of the old A47 route into a route for local traffic including cyclists. Respondents say this northerly option will take noise and air pollution away from Sutton and be at less of a risk from flooding. Those who oppose this option are concerned about the land-take required and the impacts on Sacrewell Farm and local heritage assets such as Bronze Age crop marks and the old railway station.
- 13.1.6 A total of 149 respondents express support for improving provision for pedestrians, cyclists and other users whilst nine say improvements are not needed. Those who believe improved provisions are needed express concerns about safety on the current road and note that Option 2 and Option 3 would both enable the old A47 to be used by non-motorised users. There are calls for a designated cycle way to be built if Option 1 is pursued. Respondents note the importance of safe routes and crossing points for walkers and equestrians and ask for the River Nene footpath to be protected. Some respondents also encourage Highways England to consider access for local buses.
- 13.1.7 Comments relate to the consultation process are mixed. While praising Highways England for consulting on the options, respondents express concern about the lack of information and details in the brochure. They make request for more information and a plea for carrying on engagement with stakeholders.

13.1 Recommendations

- 13.1.1 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.
- 13.1.2 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.
- 13.1.3 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.
- 13.1.4 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.
- 13.1.5 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.
- 13.1.6 HE will have ongoing engagement late 2017 and early 2018 with statutory bodies, local authorities and directly affected land owners.
- 13.1.7 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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