

## A47 Wansford to Sutton dualling Public consultation

Have your say





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# Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That's why we're delivering over £15 billion of investment on our network. The A47 Wansford to Sutton dualling scheme is a critical part of this investment and will improve journeys along the A47 near Peterborough, which is great news for the local and regional economy.

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain planning permission to construct the scheme. For more information on this process, please visit: <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

The proposed scheme is 1 of 6 major road improvements along the A47 to create better and safer journeys along the 115 mile route between the A1 and the eastern coastline.

The other schemes in development are:

- A47/A141 Guyhirn Junction
- A47 North Tuddenham to Easton
- A47/A11 Thickthorn Junction
- A47 Blofield to North Burlingham
- A47 Great Yarmouth Junctions (formerly A47/A12 Junctions)

Explained in this brochure is our proposed A47 Wansford to Sutton dualling scheme. Please ensure you complete the consultation response form – your feedback will help us shape the scheme before we submit our DCO application to the Planning Inspectorate.

# How to respond

We are holding a public consultation on our proposed scheme. We would like to hear what you think, so please share any concerns, ideas or local knowledge that you may have. The consultation will run for 8 weeks, from Tuesday 18 September to Monday 12 November 2018 and there are lots of ways you can tell us what you think. Why not come along to one of our public consultation exhibitions? Or you can write to us by post or email.

Your comments will help us better understand the local area and any potential impacts our scheme may have on the community. We will listen to everyone's feedback and will consider these before we make our application to the Planning Inspectorate.

**Please respond using one of the following methods by 11:59pm on Monday 12 November**

Online: Complete the consultation response form online at

[www.highwaysengland.co.uk/projects/a47-wansford-to-sutton-dualling/](http://www.highwaysengland.co.uk/projects/a47-wansford-to-sutton-dualling/)

✉ Complete the consultation response form hard copy and return it using the freepost address provided:  
**FREEPOST A47 Wansford to Sutton**

@ Email your response to:  
**A47WansfordtoSuttonRIS@highwaysengland.co.uk**



# Public consultation exhibitions

The best way to find out more about our proposals and have your say is to come to one of our public consultation exhibitions. Here you'll be able to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have.

Location	Date	Opening time	Closing time
St Michael and All Angels Church, Nene Way, Sutton, Peterborough, PE5 7XD	Saturday 29 September 2018	11am	5pm
Haycock Hotel, Wansford, Peterborough, PE8 6JA	Monday 1 October 2018	1pm	8pm
Sacrewell Farm and Country Centre, Thornhaugh, Peterborough, PE8 6HJ	Thursday 4 October 2018	1pm	8pm
St John's Square, Exchange Street, Peterborough, PE1 1XB	Saturday 6 October 2018	11am	5pm

# Public information points

Paper consultation brochures, response forms and other reference documents will also be available at the following locations from Tuesday 18 September to Monday 12 November.

Public information point locations	Opening times
Sacrewell Farm and Country Centre - Thornhaugh, Peterborough, PE8 6HJ	9:30am – 5pm Monday to Sunday
Peterborough Central Library - Broadway, Peterborough, PE1 1RX	10am – 5pm Monday, Tuesday and Friday 2pm – 5pm Wednesday and Thursday 9am – 3pm Saturday
Haycock Hotel - Wansford, Peterborough, PE8 6JA	7am – 11pm Monday to Sunday



# Why is the scheme needed?

The A47 forms part of the strategic road network and provides for a variety of local, medium and long-distance trips between the A1 and the eastern coastline. The corridor connects the cities of Norwich and Peterborough, the towns of Wisbech, King's Lynn, Dereham, Great Yarmouth, Lowestoft and a succession of villages in what is largely a rural area. The Wansford to Sutton section of the A47 is approximately 1.6 miles long, located to the west of Peterborough, between the existing junction with the A1 and the Nene Way roundabout near Sutton.

Whilst around half of the A47 on the strategic road network is already built to dual carriageway standard, the Wansford to Sutton section is not, and studies have identified that the single carriageway section of the road is no longer suitable. This single carriageway section of the A47 acts as a bottleneck, and this causes congestion, resulting in longer and unreliable journey times. In addition this section of the A47 has a poor safety record.

There are a number of reasons for these problems:

- sub-standard conditions on the existing single carriageway
- difficulty of accessing and crossing the A47 from the local roads
- development in the wider area has caused traffic levels to outgrow road capacity, causing delays
- limited opportunities for overtaking slower vehicles

Delays are forecast to worsen in future years if the issues on this section of the A47 aren't addressed. We aim to improve these conditions by upgrading the Wansford to Sutton section of the A47 to a dual carriageway that can provide better capacity for traffic.



# Scheme objectives

The aims and objectives of the scheme are:

## Supporting economic growth

The scheme will improve journey times and journey time reliability. This will help contribute to sustainable economic growth by providing benefits such as effectively bringing businesses closer together and encouraging more people to join the labour market as a result of reduced commuting costs.

## Making a safer network

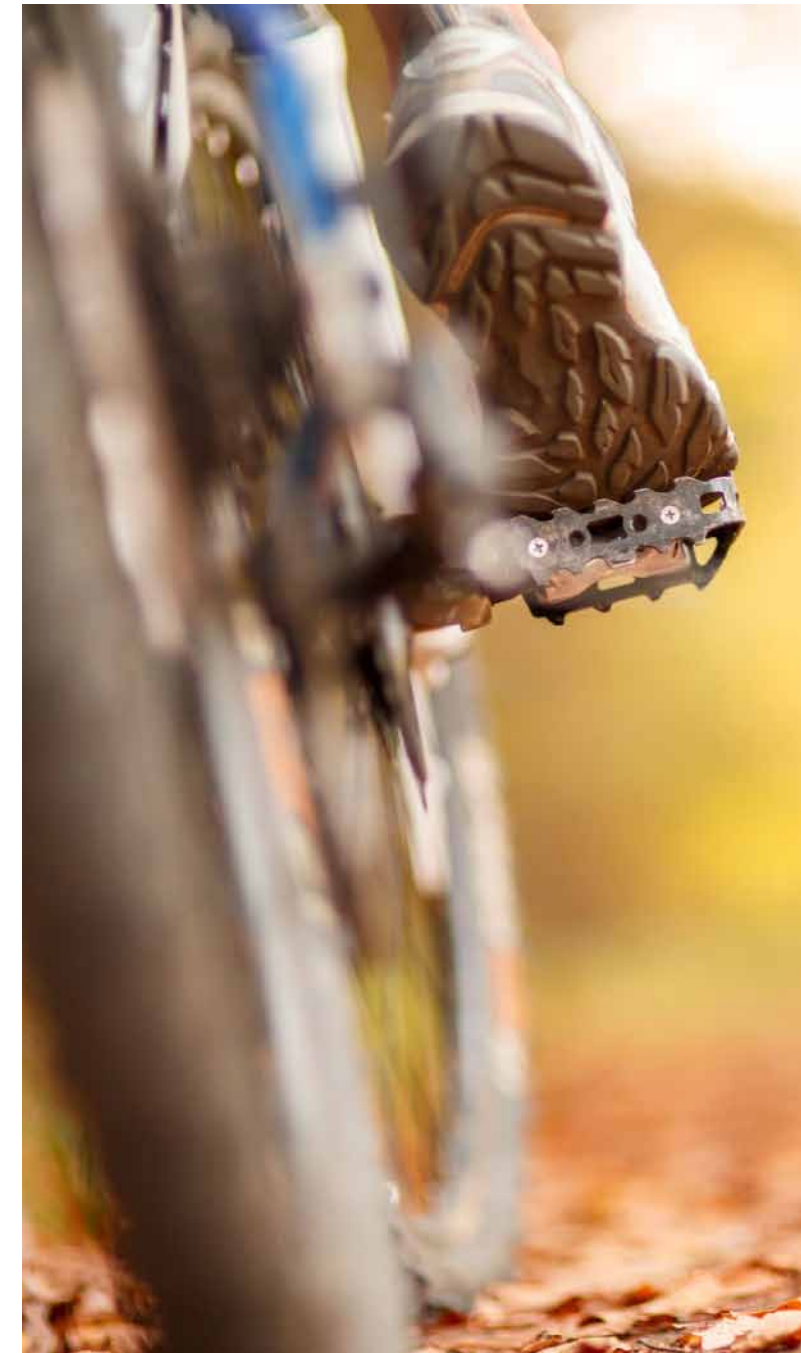
Improving road safety for all road users by designing to modern highway standards appropriate for a major A road.

## Providing a more free-flowing network

Increasing the resilience of the A1 / A47 junction to cope with incidents such as collisions, breakdowns, maintenance and extreme weather. The improved A47 section from Wansford to Sutton will be more reliable, reducing journey times and providing capacity for future traffic growth.

## Creating an accessible and integrated network

Ensuring the proposals take into account the local communities access to the road network, and provide a safer route between communities for walking, cycling, horse riding and other road users.



# What's happened so far?

As part of developing our proposals for the scheme, in spring 2017 we held a public consultation on 3 different options for the scheme.

**Option 1:** Dualling the existing road.

**Option 2:** Building a new dual carriageway partly to the north and also to the south of existing A47.

**Option 3:** Building a new dual carriageway to the north of the existing A47.

As well as listening to the consultation feedback, we continued to refine and further develop the design. We undertook more surveys, including measuring the topography of the land, archaeological surveys and various environmental surveys. These included studies of the historic and natural environment.

We considered a number of factors in deciding between the options, including:

- safety
- economic benefits
- public consultation feedback
- costs
- environmental effects
- construction

**Our assessment demonstrated that Option 2 would provide the best solution, by:**

- solving the traffic and safety issues of the existing road
- having less impact on the historic environment when compared to Option 3
- having less impact during construction when compared to Option 1

The preferred route announcement of Option 2 was announced on Monday 14 August 2017. Key concerns raised in the consultation have influenced an amendment to the original proposal for Option 2. The new dual carriageway was moved as close as possible to the southern edge of the existing A47 at the eastern end of the scheme.

This has:

- increased the distance from the new road to both the River Nene and the village of Sutton
- reduced the amount of land take required
- allowed for the easiest connection of existing side roads to the new A47
- allowed for most of the existing A47 to remain in place for local traffic and non-motorised groups such as pedestrians, cyclists and equestrians.

# Progress since the Preferred Route Announcement

The project team has continued to develop the design of the preferred route, with traffic flow and safety as primary considerations.

Further design work has included development of the positioning of the road and junctions, structures, lighting, landscaping and drainage. Engagement is ongoing with utility providers to make arrangements for diversions that may be required to accommodate the route.

We've also carried out several surveys including:

- aerial topographical surveys
- ecological surveys
- walking, cycling and horse riding surveys
- ground investigation, drainage and pavement surveys are now in progress.

Following feedback from our first consultation in March and April 2017, we have engaged with local communities and stakeholders. As a result of this engagement in 2018 the proposed alignment has been optimised to reduce the impact on the River Nene and the associated flood plain.

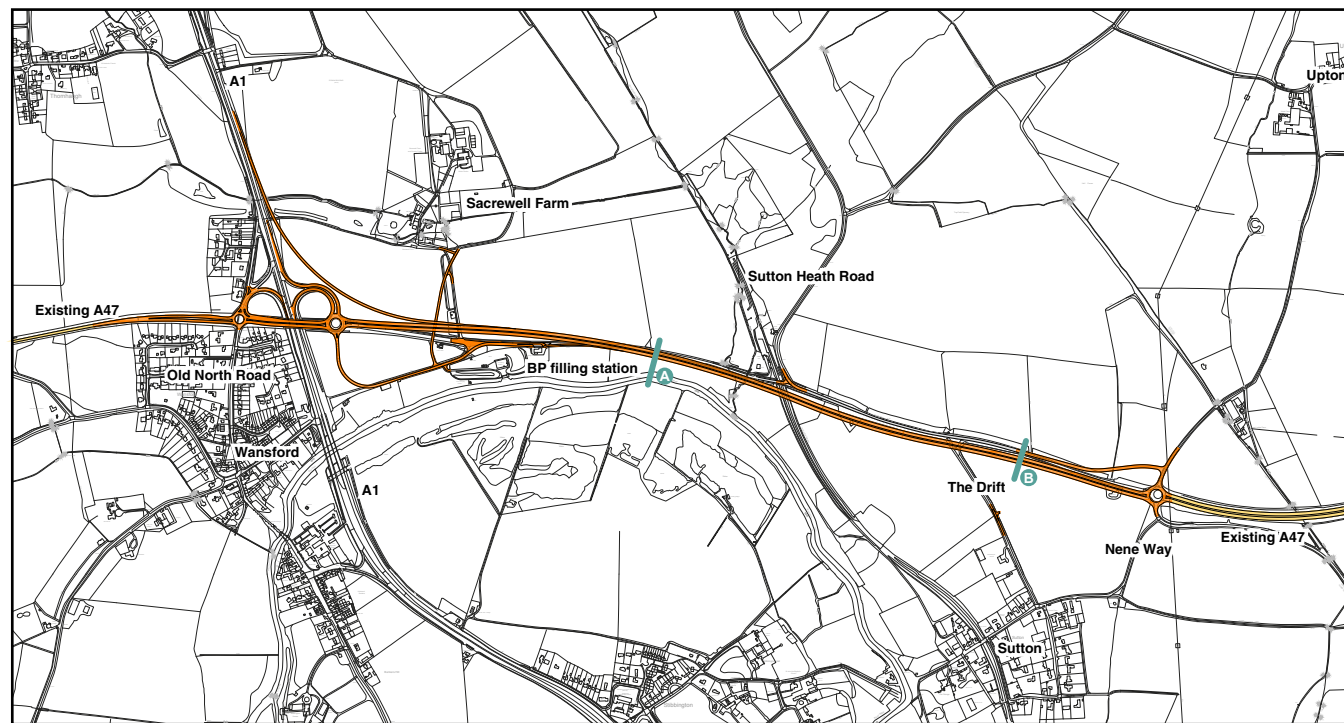




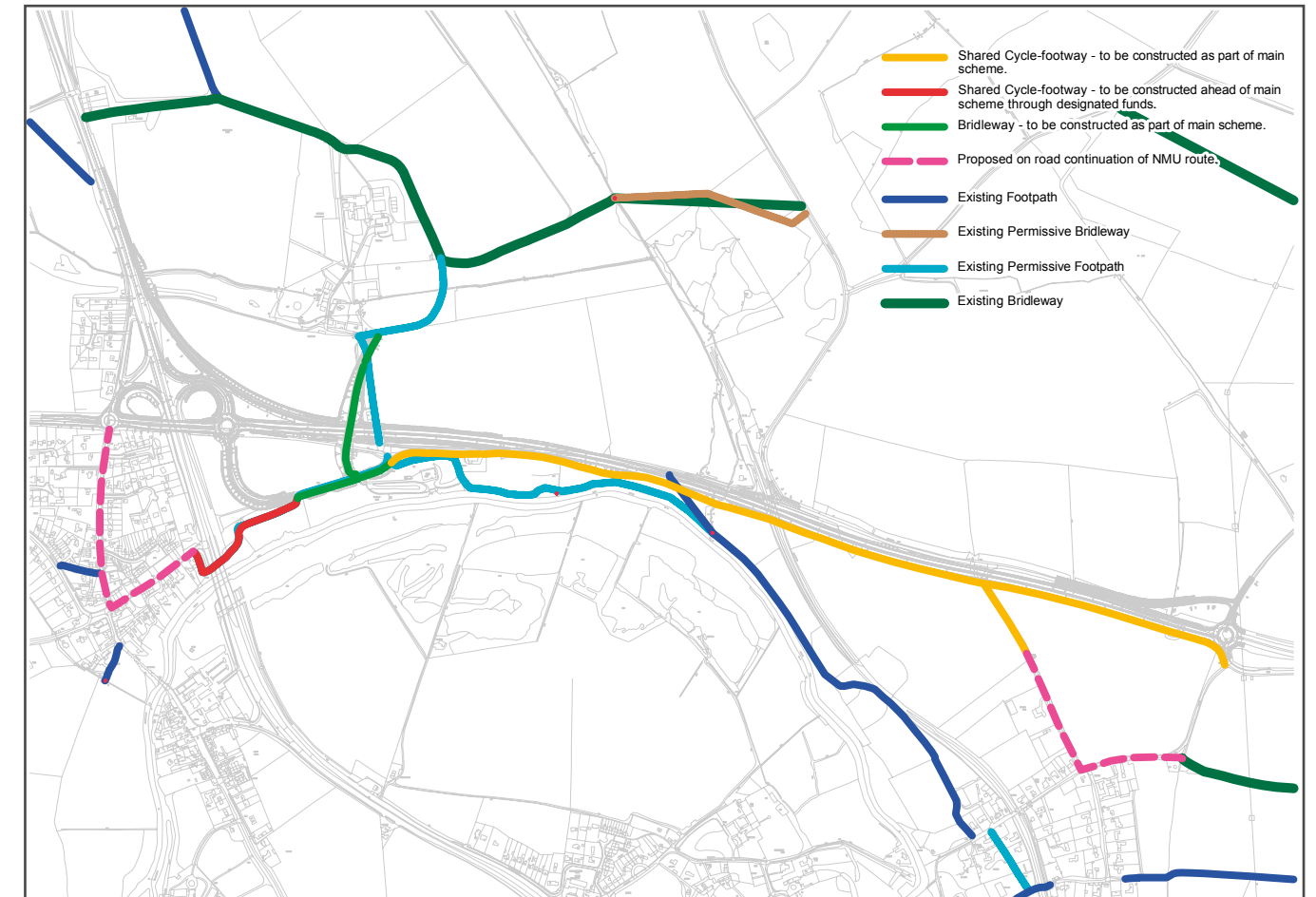
# What we are consulting on now: our proposed design

Our proposed scheme consists of constructing a new dual carriageway. It would be constructed slightly to the north of the existing A47 from the A1/A47 junction for approximately 800m, before crossing the existing A47, where it will be constructed to the south of the existing alignment until it ties into the existing dual carriageway at the Nene Way roundabout near Sutton.

## Diagram of proposed design

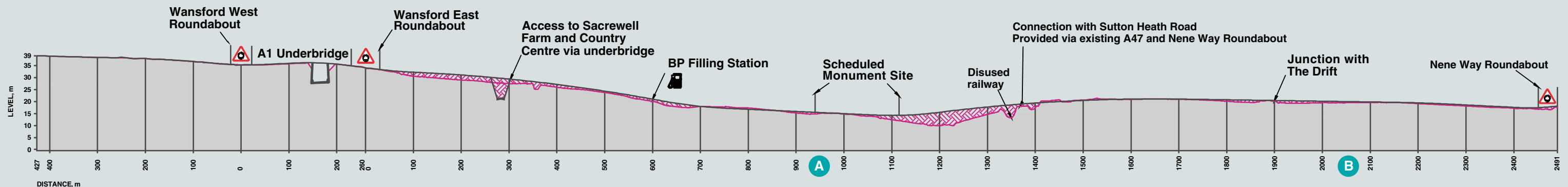


Provision for walking, cycling and horse riding is proposed to connect between Wansford, Sutton and local amenities. Existing access tracks will be reinstated.



KEY:  
 — PROPOSED LEVEL  
 — EXISTING LEVEL  
 NOTE: THE PROFILE IS EXAGGERATED BY A FACTOR OF 5 IN THE VERTICAL DIRECTION, TO ILLUSTRATE LEVEL CHANGES

## Long section profile from Wansford to Sutton





# Western section

- We will modify the existing western roundabout at the A1 / A47 junction to incorporate additional entry and exit lanes on each arm, except the southern arm (Old North Road). The northern entry will be further amended to include a segregated left turn from the A1 northbound on to the A47 eastbound carriageway.
- The existing section on the A1 overbridge, between the western and eastern roundabouts, will be opened to 2 lanes in each direction.
- We will enlarge the existing eastern roundabout at the A1 / A47 junction and remove the part-time traffic signals. The roundabout will include a new link to the south for access to the water pumping station and the filling station.
- We will build a new underbridge off the new link road going under the proposed A47, giving access to Sacrewell Farm and Country Centre.
- To the west of the scheme, we will build a new free-flow slip road connecting the existing A1 southbound carriageway to the new A47 eastbound carriageway. The existing slip road off the A1 southbound will be retained as part of these arrangements to connect to the eastern roundabout at the A1/A47 junction for all other movements.



Key	
	Site of Special Scientific Interest
	Scheduled Monument
	County Wildlife Site
	Country Tree Preservation Orders
	Existing Trees to be Retained
	Watercourse
	Footpath
	Permissive Footpath
	Bridleway
<b>Proposed</b>	
	Scheme Boundary for Consultation
	Balancing Pond
	Land Returned to Agriculture
	Highway Verge Grassland
	Species Rich Grassland
	Wet Grassland or Marginal Planting
	Native Woodland
	Native Shrubs
	Native Species Hedge
	Native Species Hedgerows
	Native Hedgerows with Trees
	Individual Trees
	Badger Fencing
	Acoustic Fencing
	Anti-Glare Fencing

View from the A47, west of the A1



View from above: Wansford



View from the A1 southbound, north of the A47





# Central section

- We will build a new bridge where the proposed A47 alignment crosses over the disused railway line to the west of Sutton Heath Road.
- Current direct accesses to Sutton Heath Road and The Drift will be closed. We're proposing to connect both roads slightly further east, at the Nene Way Roundabout near Sutton. The Drift is proposed to be shortened with turning arrangements to be provided.

Existing		Key	
	Site of Special Scientific Interest		Scheduled Monument
	County Wildlife Site		Country Tree Preservation Orders
	Existing Trees to be Retained		Watercourse
	Watercourse		Footpath
	Footpath		Permissive Footpath
	Permissive Footpath		Bridleway
	Bridleway		Scheme Boundary for Consultation
	Balancing Pond		Native Woodland
	Land Returned to Agriculture		Native Shrubs
	Highway Verge Grassland		Native Species Hedge
	Species Rich Grassland		Native Species Hedgerows
	Wet Grassland or Marginal Planting		Native Hedgerows with Trees
	Native Woodland		Individual Trees
	Native Shrubs		Badger Fencing
	Native Species Hedge		Acoustic Fencing
	Native Species Hedgerows		Anti-Glare Fencing
	Native Hedgerows with Trees		
	Individual Trees		
	Badger Fencing		
	Acoustic Fencing		
	Anti-Glare Fencing		



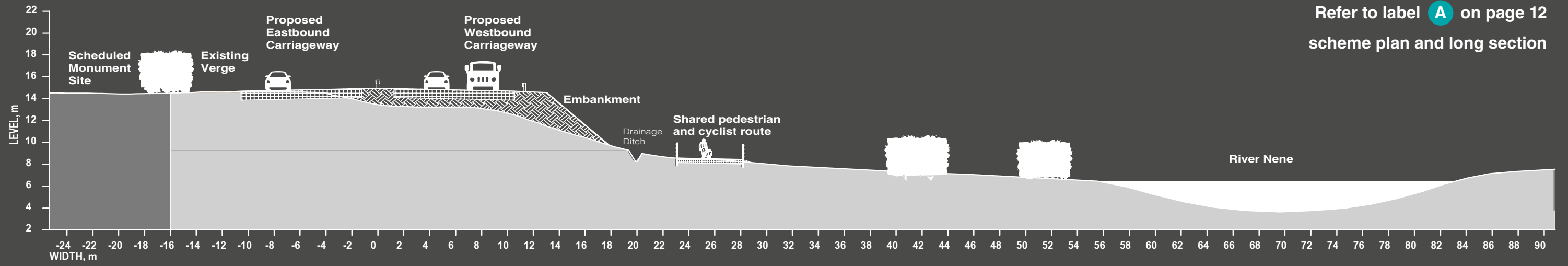
View from above: Wansford



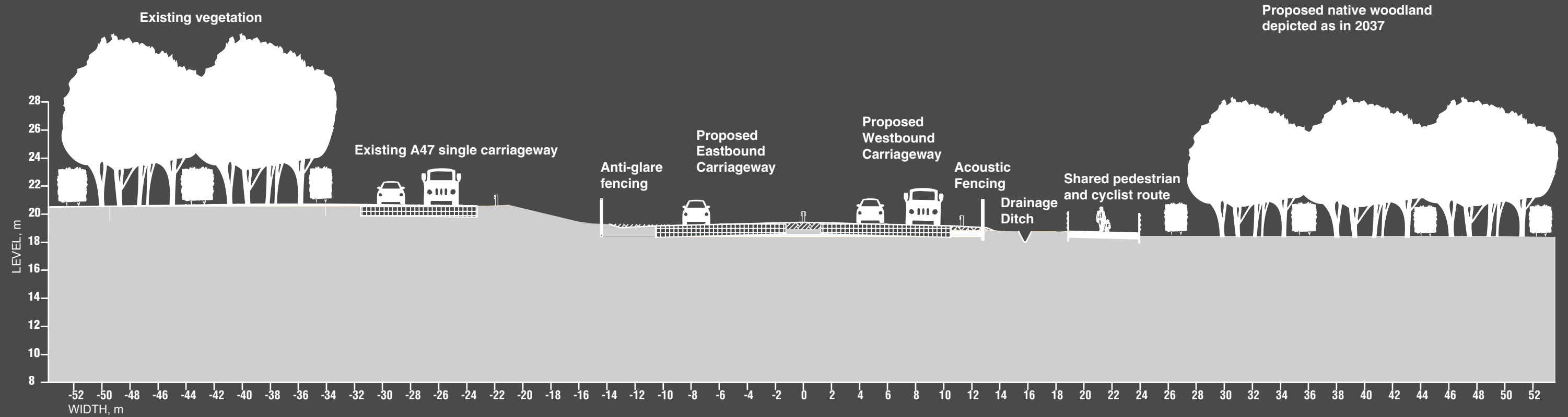
View from above: Sutton



The 3D imagery is based upon design data available at the time of production. The design will be developed further during subsequent stages of the scheme and as such the detail shown may be subject to change. Therefore, the visualisation is an artist's impression of what the scheme may look like in 2037 and the completed project may differ from the video and imagery produced



Refer to label **B** on page 12 scheme plan and long section





# Eastern section

- We're replacing the existing Nene Way roundabout near Sutton to the east of the scheme. Here, a connection with a retained section of the existing A47 will also be added for access to Sutton Heath Road.

**Key**

**Existing**

- Site of Special Scientific Interest
- Scheduled Monument
- County Wildlife Site
- Country Tree Preservation Orders
- Existing Trees to be Retained
- Watercourse
- Footpath
- Permissive Footpath
- Bridleway

**Proposed**

- Scheme Boundary for Consultation
- Balancing Pond
- Land Returned to Agriculture
- Highway Verge Grassland
- Species Rich Grassland
- Wet Grassland or Marginal Planting
- Native Woodland
- Native Shrubs
- Native Species Hedge
- Native Species Hedgerows
- Native Hedgerows with Trees
- Individual Trees
- Badger Fencing
- Acoustic Fencing
- Anti-Glare Fencing



View from above: Sutton



# Benefits and impacts of the proposed design

In assessing the benefits and effects of the proposed design, we looked at a variety of engineering, environment and socio-economic features including those summarised below. This information is based on our findings from the detailed surveys and assessments that we have carried out. Environmental impacts are assessed based on national legislation and guidance. For more detailed information, please visit our webpage where you will find our Preliminary Environmental Impact Report (PEIR).

The scheme is an Environmental Impact Assessment (EIA) development under the Infrastructure Planning (EIA) Regulations 2017 and therefore an Environmental Statement will accompany the application. A Preliminary Environmental Information Report (PEIR) forms part of the consultation materials on which you are invited to comment.

Theme	Benefit/impact of the scheme		
<b>Predicted journey time savings</b>	Journey time savings at peak times		
		2022	2037
	Eastbound AM	4min 20sec	4min 40sec
	Eastbound PM	50sec	2min
	Westbound AM	1min	1min 20sec
	Westbound PM	2min 20sec	2min 30sec
<b>Access for local residents</b>	In the current proposed design for local access arrangements we have considered feedback from the local community and addressed concerns as far as practical. This includes improving all 3 roundabouts in the proposed scheme and rationalising access to side roads and local businesses. The safety of the road users has been the key consideration when designing how access will be maintained on the proposed scheme.		

Theme	Benefit/impact of the scheme
<b>Air quality</b>	<p>Our initial assessment shows that there will be no significant changes in air quality for the residential properties in the area.</p> <p>We expect most residential areas to experience improved air quality as a result of the improved traffic flow that the junctions and dual carriageway will deliver, which will reduce vehicle emissions caused by heavy congestion.</p>
<b>Noise</b>	<p>Our initial noise assessment shows that there should be no significant changes in noise near the existing route. We will use low noise road surfacing and shall undertake further noise surveys to continue to assess any potential noise and vibration impacts which shall determine whether any additional noise mitigation, such as barriers, is required.</p>
<b>Cultural heritage</b>	<p>We have designed the proposed scheme so that there is no encroachment on the Scheduled Ancient Monument to the west of Sutton Heath Road. This includes permanent works, temporary works during construction and future maintenance requirements.</p>
<b>Nature conservation</b>	<p>We have been carrying out ecological surveys and have identified the presence of bats, badgers, water voles, great crested newts, white-clawed crayfish, reptiles and birds.</p> <p>We will use best practice mitigation measures to reduce the risk of impacts on designated sites, protected species and habitats. Examples may include sensitive timing of work to avoid breeding seasons, directional and low-level lighting and the sensitive location of construction machinery.</p> <p>The proposed scheme allows for habitat replacement and creates opportunities for new habitats in cases where there are no other options but to replace the habitats.</p>

Theme	Benefit/impact of the scheme
<b>Road drainage and the water environment</b>	<p>To help reduce the risk of flooding, we will implement sustainable drainage systems. To support this, we will carry out a flood risk assessment to inform the designs of the surface water drainage system.</p> <p>To prevent pollution, we will use best practice mitigation measures during construction such as the safe storage of materials away from drains and watercourses.</p>
<b>Contaminated land</b>	<p>Soil will be tested for contamination in advance of and during construction, to decide if it requires treatment or special disposal methods. Best practice mitigation measures will be used to ensure that there will not be any residual contamination issues.</p>
<b>Geology</b>	<p>During construction we will implement best practice measures to protect soil structure and quality, minimise waste generation and protect controlled waters from general site works. This will include testing soil in advance of and during construction for contamination to decide if it requires treatment or special disposal methods.</p>
<b>Materials</b>	<p>Value engineering is being used to optimise the cost versus the value (benefits) of the scheme where appropriate. Consideration will also be given to recycling by reusing waste generated on-site before disposing of it or bringing in waste from outside.</p> <div style="display: flex; justify-content: center; gap: 10px;"> <div style="background-color: #800040; color: white; padding: 2px 5px;">Prevention</div> <div style="background-color: #800040; color: white; padding: 2px 5px;">Preparing for re-use</div> <div style="background-color: #800040; color: white; padding: 2px 5px;">Recycling</div> <div style="background-color: #800040; color: white; padding: 2px 5px;">Other recovery</div> <div style="background-color: #800040; color: white; padding: 2px 5px;">Disposal</div> </div> <p>This would directly decrease the impacts from the use of materials. Further opportunities to reduce impacts may also be achieved at the detailed design stage.</p>



Theme	Benefit/impact of the scheme
<b>Road safety</b>	<p>The proposed scheme will result in an overall reduction in the number of accidents which has led to fatal or serious injuries in recent years on this section of the road network. This is primarily due to separating the eastbound and westbound traffic through provision of the dual carriageway and improved design at the 3 roundabouts in the scheme, ensuring better flow of traffic travelling on different routes. The proposed scheme is forecasted to reduce the level of personal injury collisions per billion vehicle miles travelled to below average for a dual carriageway 'A' road on Highways England's network. This reflects a reduction of nearly 50% when compared to the current road.</p>
<b>Construction duration and impacts</b>	<p>We estimate construction will take approximately 18 months. We will minimise the impacts on the road network and local communities during this time and will provide further details including a construction traffic management plan as part of our Development Consent Order application.</p>

Theme	Benefit/impact of the scheme
<b>Walkers, cyclists and horse riders</b>	<p>We are proposing new facilities for walking, cycling and horse riding along the length of the scheme that will integrate local communities better between Wansford, Sutton and local amenities.</p> <p>The proposed underbridge into Sacrewell Farm and Country Centre will provide a safe north/south crossing of the proposed scheme.</p> <p>We have planned these facilities in consultation with the local community and user groups pre-consultation.</p>

# What is a Development Consent Order?

The proposed scheme constitutes a Nationally Significant Infrastructure Project, which means that permission for its construction has to be authorised via an application for a Development Consent Order (DCO) decided by the Secretary of State for Transport. A DCO can incorporate a range of consents that normally have to be obtained separately, such as listed building consent.

The DCO for the A47 Wansford to Sutton dualling will also need to include powers for the compulsory acquisition of land, as the works will require land beyond the current highway boundary. Applications for a DCO are made to the Planning Inspectorate, the body appointed by the Government to examine the merits of proposals and to make recommendations to the Secretary of State on whether consent should be granted.



# What happens next?

Once the consultation has closed on Monday 29 October 2018, we will consider all feedback received. We will take the time to analyse and consider your comments when making further refinements to the proposed scheme and when developing our mitigation measures. We will set out a summary of responses and describe how our proposals have been influenced by them in a consultation report. The consultation report will form part of our Development Consent Order (DCO) application and will also be available to the public following the submission of our application. We expect to submit an application to the Planning Inspectorate in the spring of 2019.

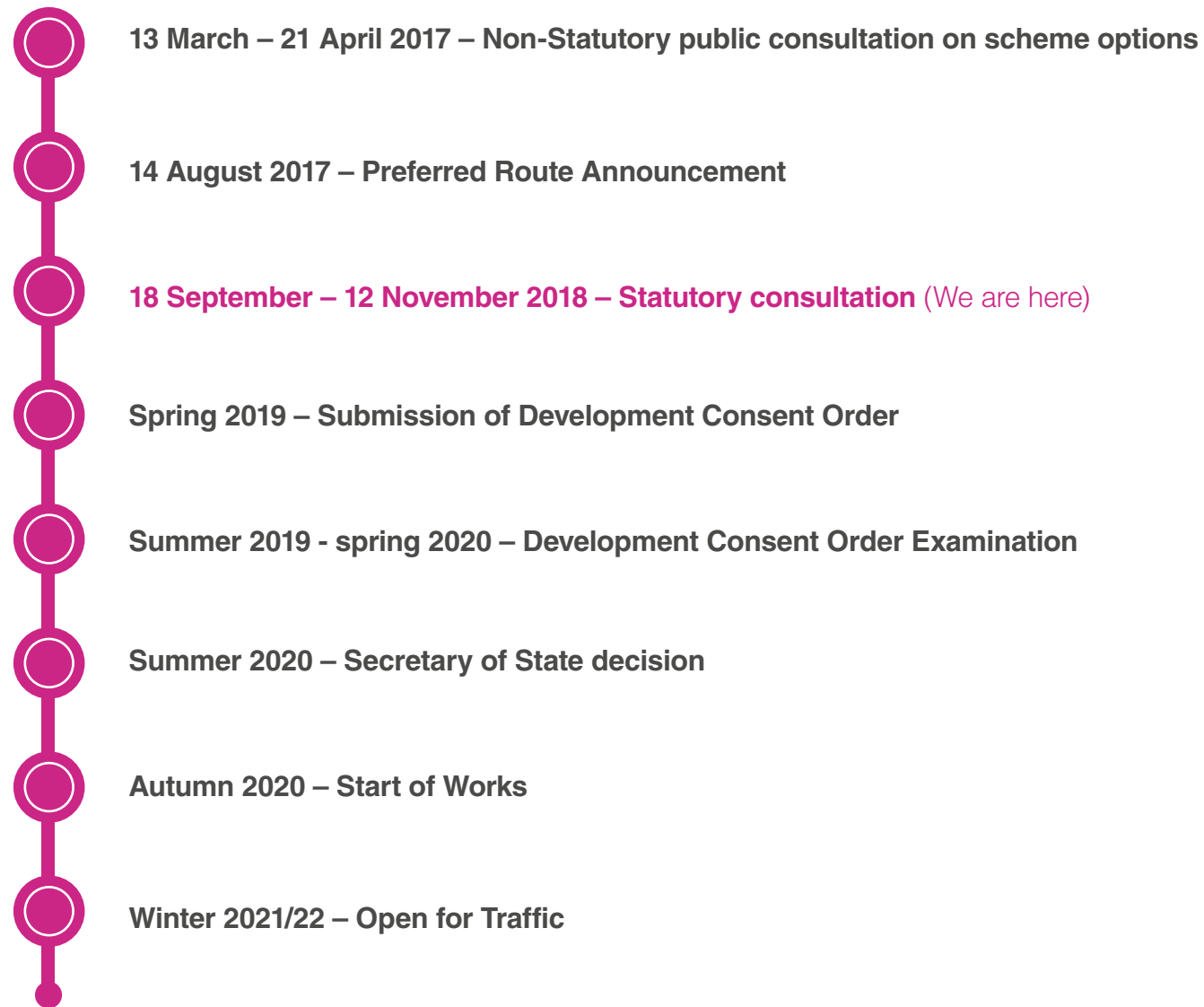
Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) will make a decision on whether the application should be accepted for examination. If the application is accepted for examination, the examination is likely to include hearings which provide opportunities for interested parties to make oral representations to the Examining Authority. The Planning Inspectorate will then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead. If it is granted, we anticipate that the scheme will take 18 months to build.



**To help us shape the final design before our submission to the Planning Inspectorate, it is important you are involved now and submit your response by Monday 12 November.**



# Timeline



In addition to this consultation process, we will continue to engage with anyone interested in, or impacted by, the scheme.

To help us shape the final design in preparation of our submission to the Planning Inspectorate, it is important you are involved now and submit your response by **11:59pm on Monday 12 November.**

# For more information

Please visit our webpage

[www.highwaysengland.co.uk/projects/a47-wansford-to-sutton](http://www.highwaysengland.co.uk/projects/a47-wansford-to-sutton)

where you can also sign up for email alerts whenever the webpage for this scheme is updated.

If you have any queries about this scheme, please contact the project team directly by emailing

[@ A47WansfordtoSuttonRIS@highwaysengland.co.uk](mailto:A47WansfordtoSuttonRIS@highwaysengland.co.uk)

Alternatively, call our Customer Contact Centre on

 **0300 123 5000**

## Requesting copies of consultation documents

A copy of the Statement of Community Consultation (SoCC) and this consultation brochure can be provided free of charge upon request. For paper copies of the PEIR, our printing and postage costs will be charged.



The closing date for responses to this consultation is 11:59pm on Monday 12 November.



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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