

# A47 North Tuddenham to Easton Dualling

**Scheme Number: TR010038**

## **Volume 5**

### **5.2 Annex A: Options Consultation Materials**

APFP Regulation 5(q)(2)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009

March 2021

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed Forms  
and Procedure) Regulations 2009**

The A47 North Tuddenham to Easton  
Development Consent Order 202[x]

---

**CONSULTATION REPORT ANNEX A  
OPTIONS CONSULTATION MATERIALS**

---

<b>Regulation Number:</b>	5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010038
<b>Application Document Reference</b>	TR010038/APP/5.2
<b>BIM Document Reference</b>	PCF STAGE 3   HE551489-GTY-LSI-000-TK-ZH-30001-C01
<b>Author:</b>	A47 North Tuddenham to Easton Dualling Project Team, Highways England

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev.0	March 2021	Application Issue

## CONTENTS

1	OPTIONS CONSULTATION BROCHURE .....	1
2	OPTIONS CONSULTATION RESPONSE FORM .....	12
3	PREFERRED ROUTE ANNOUNCEMENT UPDATE .....	17

# 1 OPTIONS CONSULTATION BROCHURE



## Improving the A47 North Tuddenham to Easton dualling

Public consultation



March 2017

## Improving the A47 corridor:

We are improving the A47 around Peterborough, Norwich and Great Yarmouth to create better, safer journeys.

# 1. Introduction

## About us

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

## About the A47 corridor improvement scheme

In 2014 the government published the Road Investment Strategy (RIS) setting out a £15.1 billion investment for 2015-2020 to improve journeys on England's motorways and major A roads.

The RIS includes a package of 6 schemes to improve journeys on the 115 mile section of the A47 between Peterborough and Great Yarmouth. Together, the proposals will relieve congestion and improve the reliability of journey times for drivers.

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.

The schemes include converting almost 8 miles of single carriageway to dual carriageway and making improvements to junctions across the route.

2

The 6 schemes are:

- A47 Wansford to Sutton dualling
- A47 Guyhirn junction improvement
- A47 North Tuddenham to Easton dualling
- A47 Blofield to North Burlingham dualling
- A47/A11 Thickthorn junction improvement
- A47 Great Yarmouth junction improvements (Formerly A47/A12 junction enhancements)

We are consulting on all 6 schemes at the same time. **In this brochure, you can find out more about the A47 North Tuddenham to Easton dualling.** To find out more about the other schemes or request a copy of the consultation brochure, please visit:

Online: [www.highways.gov.uk/a47improvement](http://www.highways.gov.uk/a47improvement)

Email: [A47NorthTuddenhamtoEastonRIS@highwaysengland.co.uk](mailto:A47NorthTuddenhamtoEastonRIS@highwaysengland.co.uk)

In total, over £2 billion is being invested in the East of England to create better and safer journeys across the region.

## We want your views

We are consulting on proposals to improve the A47 between North Tuddenham and Easton. Our proposals will create a new dual carriageway that will relieve congestion, provide extra road space, improve safety and help provide a free-flowing network.

This consultation provides you with an opportunity to view, discuss and help shape our proposals. This will help us understand what is important to our customers and local communities, and inform the selection of a preferred route.

We have been working closely with local authorities to ensure that our proposals align with local and regional plans and aspirations for growth.

There will be a further statutory public consultation before any scheme is finalised.

**The consultation will run for 6 weeks from Monday 13 March to Friday 21 April 2017.**

# 2. Need for the scheme

Approximately half of the A47 is already dual carriageway standard, but the section between North Tuddenham and Easton is still single carriageway. This 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.

There are a number of reasons for these problems. Our investigations to date have highlighted these issues as:

- Road layout
- Difficulty of accessing and crossing the A47 from side accesses and roads
- Standard of the road and junctions
- Traffic levels outgrowing the capacity of the road, causing tailbacks and delays
- Limited opportunities for overtaking slower moving vehicles
- Development in the local area

The delays on this stretch of the A47 are forecast to worsen if nothing is done to improve capacity and connectivity.

In developing this scheme, we aim to address these issues by upgrading this section of the A47 to a high quality dual carriageway.

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

# 3. Scheme objectives

The objectives of the proposed North Tuddenham to Easton dualling scheme are:

## ■ Supporting economic growth

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

## ■ A safe and serviceable network

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

## ■ A more free-flowing network

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

## ■ Improved environment

Protecting the environment by minimising adverse impacts and, where possible, improving the environmental effects of the scheme on those living along the route.

## ■ An accessible and integrated network

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

## ■ Value for money

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

3

## 4. Our proposed options

We have developed 4 route options for consultation.

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

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

### Proposed option 1

Option 1 proposes building a new dual carriageway to the north of the existing A47.

- The new dual carriageway follows an alignment running to the north of the existing A47.
- At the western end of the scheme, the route passes to the south of Hockering Wood, a Site of Special Scientific Interest, and to the north of the village of Hockering.
- The remainder of the route passes predominantly through open farm land and woodland habitat before crossing the River Tud close to Easton.
- Where we are creating a new road to the north of the existing A47, we would need to acquire land along the route.

Proposed option 1  
Dualling to the north of  
the existing A47



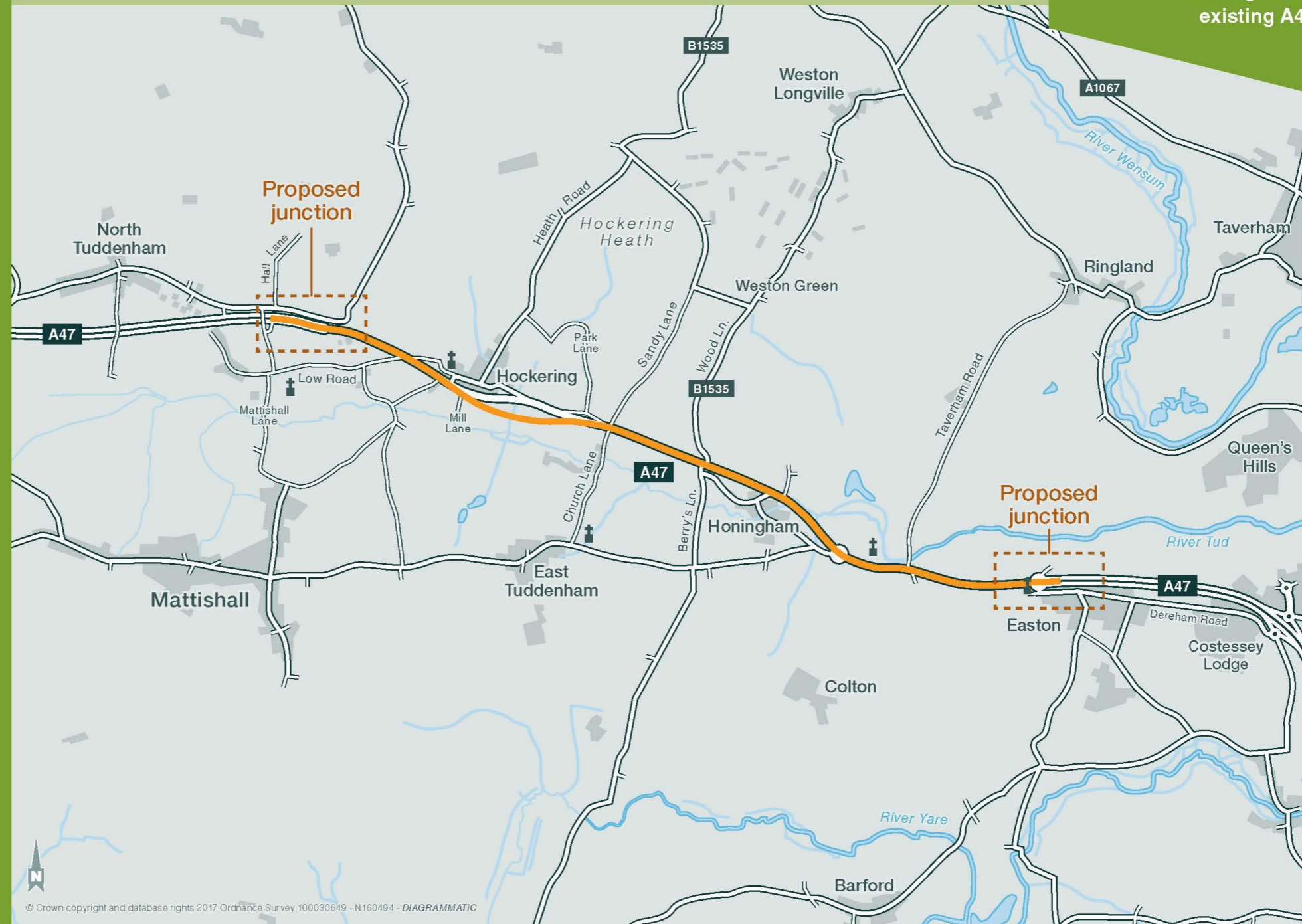
© Crown copyright and database rights 2017 Ordnance Survey 100030649 - N160494 - DIAGRAMMATIC

## Proposed option 2

Option 2 proposes dualling of the existing A47.

- The new dual carriageway follows an alignment running as close as possible to the existing A47.
- Improvements to the existing alignment will be needed to bring the route up to dual carriageway standards. In places this will deviate from the existing alignment.
- We would need to acquire land in order to widen the current route to a dual carriageway and accommodate the improvements.

Proposed option 2  
Dualling of the existing A47



## Proposed option 3

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

- The new dual carriageway follows an alignment running to the south of the A47 but to the north of the River Tud as the route passes the village of Hockering.
- The carriageway then switches to the north of the existing A47 as the route passes the village of Honingham.
- The route passes predominantly through open farm land and some woodland habitat and crosses the River Tud at the Easton end.
- The proposed route of the A47 is a new and wider highway and will therefore require the acquisition of land along the route.

Proposed option 3  
Dualling to the south and north of the existing A47





## Proposed option 4

Option 4 proposes building a new dual carriageway to the south of the existing A47.

- The new dual carriageway follows an alignment running to the south of the existing A47 and to the south of the River Tud.
- At the western end of the scheme, it crosses the River Tud before passing to the south of the village of Honingham and returning to the A47 at Easton.
- The route runs predominantly through open farmland and semi-improved grassland.
- The proposed route of the A47 corridor to the south of the existing is effectively a new highway corridor, so we would need to acquire land along the route to accommodate the improvements.

## Alternative options

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



Proposed option 4  
Dualling to the south  
of the existing A47

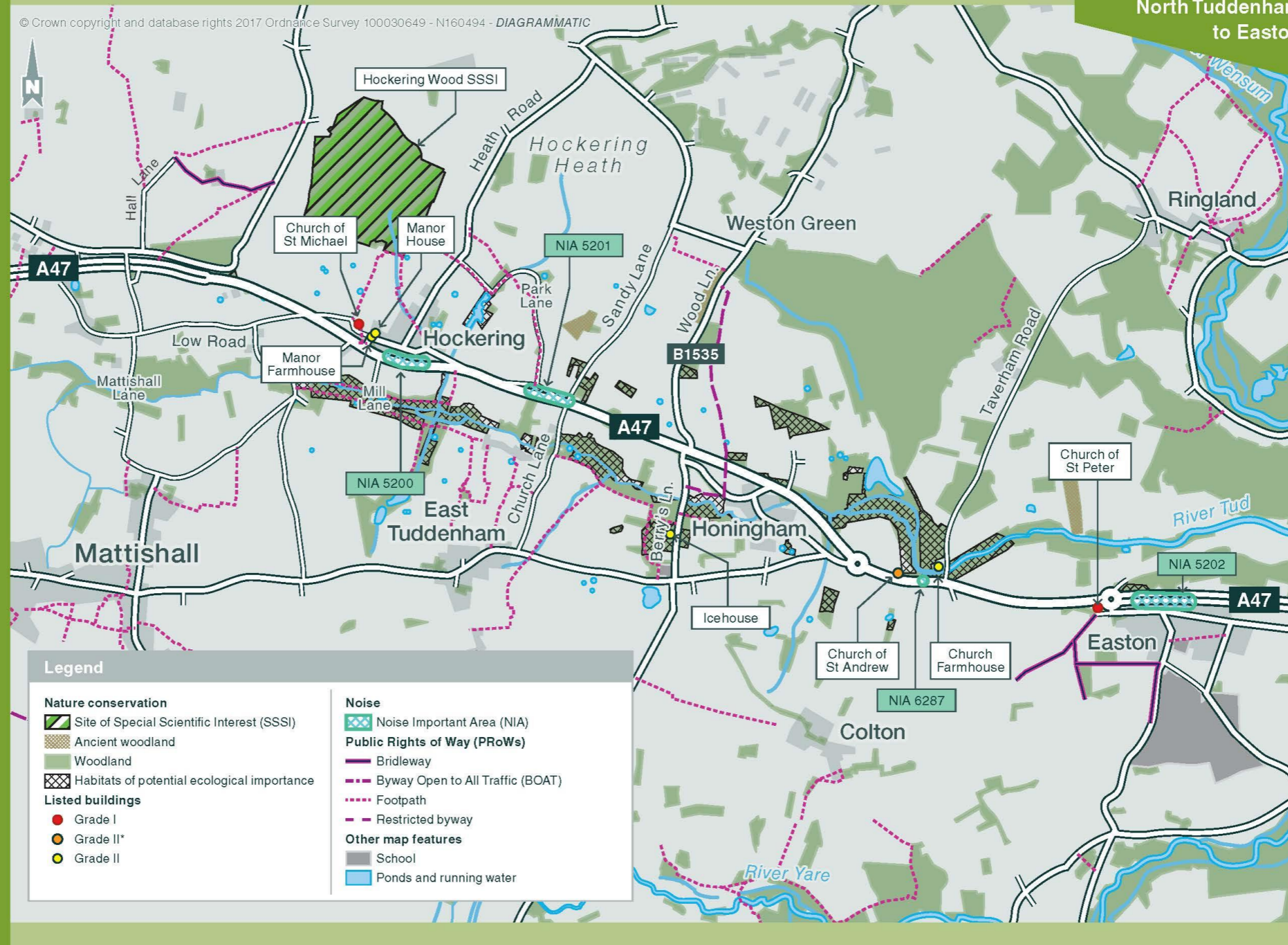
## 5. Respecting the environment

Whichever option is selected to improve the route, we will safeguard and protect the local environment. We are surveying the local surroundings, and the data collected will be used to decide ways to both reduce any negative effects and contribute towards improving the local environment. We will plan any construction to minimise effects on the environment.

It is highly likely that we would need to acquire land adjacent to the existing route. All options pass predominantly through open land and some woodland.

Please see the environmental constraints plan for details.

Environmental constraints plan  
North Tuddenham to Easton



## Local communities

The public rights of way network will remain in place or alternatives will be provided. Pedestrian and cycle routes and crossings will also be maintained around the existing carriageway or replaced where required.

We will use earth mounds and planting where possible to help screen the route from nearby properties. New lighting will be designed to minimise light pollution.

## Landscape

To reduce the visual impact of the scheme, we will plant areas of trees, shrubs and grassland. Where possible, we will use native species that are local to the area.

## Wildlife and nature conservation

The study area for the scheme includes a range of habitats that support different plant and wildlife species. We are currently carrying out ecological surveys in the area to identify any evidence of protected species, including bats, badgers, water voles, great crested newts, white-clawed crayfish, reptiles and birds.

If we find any evidence of protected species, we will ensure that these are considered as part of the design stage and that there are appropriate mitigation measures in place to reduce any impacts of the scheme. This work will be carried out in consultation with Natural

England and Norfolk Wildlife Trust as well as local interest groups. The design will allow for habitat replacement and create opportunities for new habitats.

## Historic environment

The area contains a variety of features of cultural heritage importance, archaeological sites and listed buildings.

We will include various measures in the scheme design to reduce the impacts on these areas.

## Air quality

Our initial assessment shows that there will be no significant changes in air quality for the residential properties in the area. Most residential areas are expected to experience improved air quality as a result of the scheme, due to improved traffic flows.

We will monitor the effects on air quality in the area with the aim of meeting national air quality objectives.

## Noise

Our initial noise assessment shows that there will be no significant changes in noise in the built-up areas along the route. We will use low noise road surfacing and the detailed design will include further assessments to determine whether any additional noise mitigation, such as barriers, is required.

We will pay particular attention to the properties nearest to the proposed route.

## Water

We will provide appropriate drainage to deal with the surface water from the road. Existing watercourses and groundwater will be protected with balancing ponds, pollution control devices and water treatment features.



## 6. Next steps

### Preferred route

This consultation is your opportunity to express your views on the proposal at an early stage of development and ahead of the selection of a preferred route. After the consultation ends, we will publish a report summarising our findings. From this we will make recommendations for further development of the scheme.

Subject to the findings of the consultation, a preferred route announcement will be made in late 2017 and the pre-application stage of the development consent process will begin.

### Development Consent Order application

This scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order in order to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport who will decide on whether or not the project will go ahead.

We currently intend to make our application by summer 2018. Prior to the application, you will have another opportunity to have your say with a public consultation on our preliminary design proposals.

More information about the Development Consent Order process can be found on the Planning Inspectorate's website:

<http://infrastructure.planningportal.gov.uk>

## 7. What happens next?

We are at the early stages of this project and there are many stages to come. This includes another opportunity to have your say before a final decision is made.

Your views are important to us. We will consider all responses to this consultation. Your feedback will help inform the decision on the preferred solution.

Below are the key milestones and the steps we plan to take before we start construction:

### Summer 2017

We will analyse the consultation responses and undertake additional technical work

### Autumn 2017

If there is a compelling case for the scheme and a suitable option is selected, a preferred route will be announced

### Autumn 2017

We will engage with communities, land owners and stakeholders on the preferred route and design

### Winter 2017/18

Statutory public consultation on the preferred route

### Summer 2018

Submit an application for a Development Consent Order (Planning Application)

### Winter 2019/20

Decision on the Development Consent Order (estimated)

Construction starts\*  
(estimated)

\*Construction on the A47 corridor improvement is likely to start in spring 2020. We may need to sequence the improvements along the route to manage the disruption to customers and local communities.

## 8. Share your views

This is the first stage in our consultation process and we would like to know what you think about the proposed options. We will listen to your views and publish a Consultation Report to inform the selection of a preferred route.

Join us at one of our events. Members of our team will be on hand to answer your questions.

### Public information events

Venue	Date	Time
Honingham Village Hall	Thursday 6 April	3pm - 8pm
Hockering Village Hall	Friday 7 April	10am - 5pm
Easton Village Hall	Saturday 8 April	1pm - 4pm

## 9. How to respond

Please only respond using one of the following channels, which have been set up for the specific purpose of this consultation:



Website: [www.highways.gov.uk/a47improvement](http://www.highways.gov.uk/a47improvement)



Email: [A47NorthTuddenhamtoEastonRIS@highwaysengland.co.uk](mailto:A47NorthTuddenhamtoEastonRIS@highwaysengland.co.uk)



Post: You can write to us or post paper copy responses to:  
**FREEPOST A47 North Tuddenham to Easton**

We cannot accept responsibility for ensuring responses that are sent to addresses other than those described above are included in the consultation process. All responses must include at least your postcode. Please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

**The final date we will accept consultation responses will be no later than 11:59pm on Friday 21 April 2017.**

For further information about the scheme or this consultation, please call the Highways England Customer Contact Centre on **0300 123 5000**.



### Confidentiality and data protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want any information that you provide to be treated as confidential, please be aware that under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

**For more information about what information can be requested under the FOIA, see:**

<https://ico.org.uk/for-the-public/official-information>

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.



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

© Crown copyright 2017.  
You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit [www.nationalarchives.gov.uk/doc/open-government-licence/](http://www.nationalarchives.gov.uk/doc/open-government-licence/) write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk).

This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**. Please quote the Highways England publications code **PR247/16**.

Highways England Creative S160649

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.

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

## 2 OPTIONS CONSULTATION RESPONSE FORM



# Improving the A47

## North Tuddenham to Easton dualling

### Questionnaire

13 March to 21 April 2017

... Please read the consultation document before completing this questionnaire.

If you're returning this to us by post, please use the enclosed pre-paid envelope.

The consultation will run from **Monday 13 March to Friday 21 April 2017.**

The closing date for responses is **11.59pm on 21 April 2017.**



Please complete your contact details below.

Title: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Email (optional): \_\_\_\_\_

Are you responding on behalf of another organisation? If yes, please state below.

\_\_\_\_\_

The information you provide will be kept in a secure environment only accessible by Highways England and the specific contractor(s) working with us on this project. Your personal information will not be shared with any other individuals or organisations beyond the provision set out in the Freedom of Information Act 2000 and Environmental Information Regulations 2004. The information you submit will only be used in support of the purpose specified in the survey. Personal details are collected only to ensure entries are not duplicated and in order to contact correspondents if necessary.

Please tick the appropriate boxes

1. Are you? (tick all that apply) ✓

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 (please state)

\_\_\_\_\_

### About the scheme

2. How often do you travel along the A47 North Tuddenham to Easton route?

Daily	Weekly	Monthly	Not at all

3. For what purpose do you travel along the A47 North Tuddenham to Easton route?

Local journeys	Long distance journeys	Local business	Commuting

4. How close do you live to the A47 North Tuddenham to Easton route?

Under 1 mile	Between 1 and 5 miles	Greater than 5 miles

5. Do you think improvements are needed to the A47 North Tuddenham to Easton route?

Yes	No

Please explain the reason for your response to question 5:

6. What is your view of the proposed option 1 for the A47 North Tuddenham to Easton route?

Strongly in favour	Somewhat in favour	Neutral	Somewhat against	Strongly against

Are there any reasons for your choice? Please use the space below for comments.



7. What is your view of the proposed option 2 for the A47 North Tuddenham to Easton route?

Strongly in favour	Somewhat in favour	Neutral	Somewhat against	Strongly against

Are there any reasons for your choice? Please use the space below for comments.

8. What is your view of the proposed option 3 for the A47 North Tuddenham to Easton route?

Strongly in favour	Somewhat in favour	Neutral	Somewhat against	Strongly against

Are there any reasons for your choice? Please use the space below for comments.

9. What is your view of the proposed option 4 for the A47 North Tuddenham to Easton route?

Strongly in favour	Somewhat in favour	Neutral	Somewhat against	Strongly against

Are there any reasons for your choice? Please use the space below for comments.

10. Should provision for pedestrians, cyclists, equestrians and/or other users be improved at the A47 North Tuddenham to Easton route?

Yes	No

Please explain the reason for your response:

Please use the space below if you wish to make further comments (or use additional sheets if necessary)

East Asian

- Chinese     Japanese     Other (specify if you wish)

Mixed

- Please specify if you wish

Any other ethnic background

- Please specify if you wish     Prefer not to say

### Equality and diversity

To ensure we are meeting our diversity guidelines please help us by filling in the following section of this questionnaire only if you are not responding on behalf of an organisation. You are not obliged to complete this; the information will only be used by Highways England to monitor its effectiveness at consulting with the whole community. This information will not be used for any other purpose and in publishing the results individuals will not be identified. **(Please tick the appropriate boxes) ✓**

11. Age

- 16-25     26-35     36-45     46-55     56-65     66-75     75+

12. Gender

- Male     Female     Prefer not to say

13. Ethnic group

British or Mixed British

- English     Irish     Scottish     Welsh     Other (specify if you wish)

South Asian

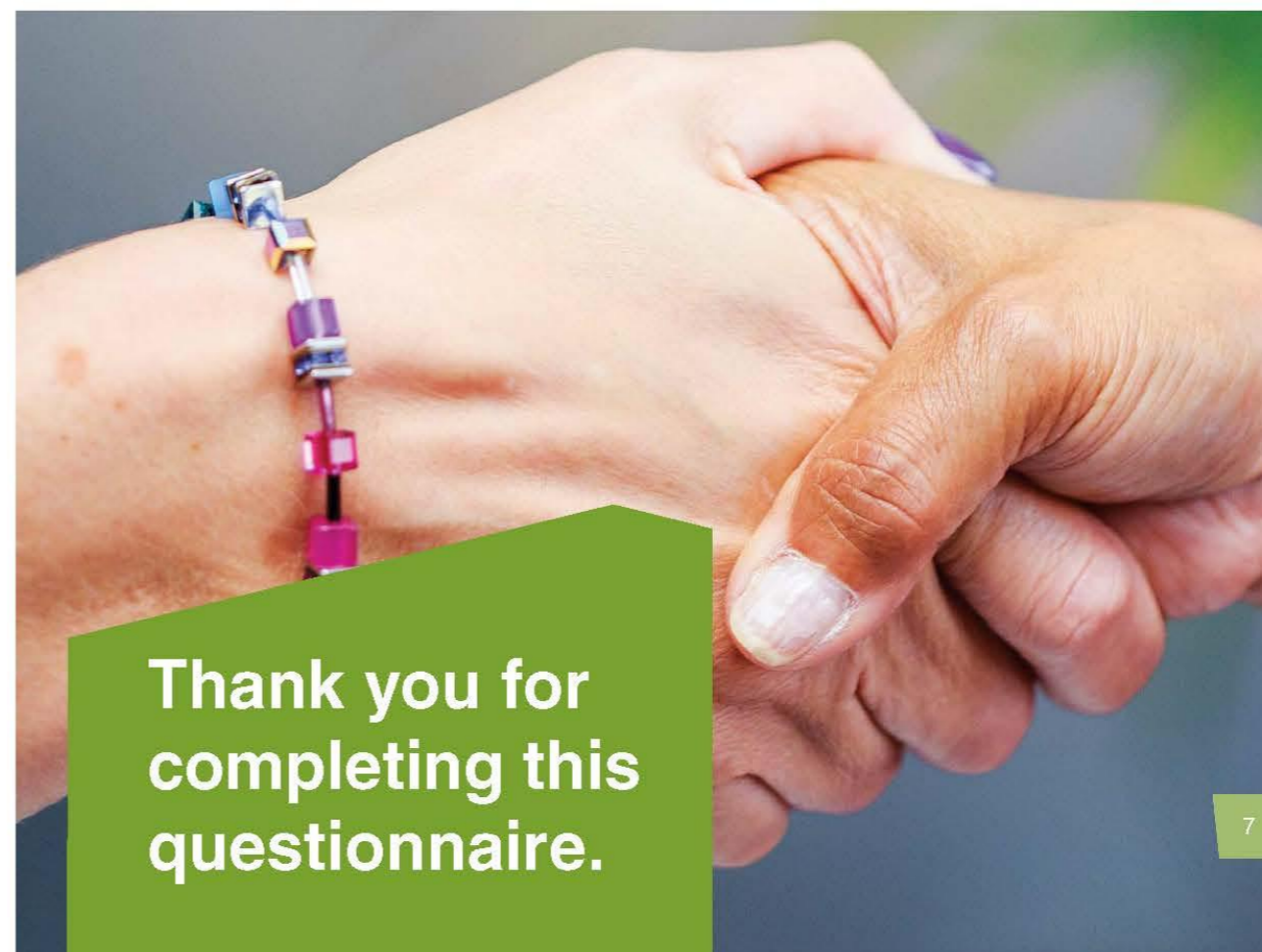
- Bangladeshi     Indian     Pakistan     Other (specify if you wish)

Black

- African     Caribbean     Other (specify if you wish)

14. Do you consider yourself to have a disability?

- Yes     No     Prefer not to say



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

### You can submit your response:

Please only respond using one of the following channels, which have been set up for the specific purpose of this consultation:



Online: [www.highways.gov.uk/a47Improvement](http://www.highways.gov.uk/a47Improvement)



Email: [A47NorthTuddenhamEastonRIS@highwaysengland.co.uk](mailto:A47NorthTuddenhamEastonRIS@highwaysengland.co.uk)



Post: You can write to us or post paper copy responses to:  
**FREEPOST A47 North Tuddenham to Easton**

We cannot accept responsibility for ensuring responses that are sent to addresses other than those described above are included in the consultation process. All responses must include at least your postcode. Please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

**The final date we will accept consultation responses  
will be no later than 11:59pm on Friday 21 April 2017.**

For further information about the scheme or this consultation, please call  
the Highways England Customer Contact Centre on **0300 123 5000**.

© Crown copyright 2017.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit [www.nationalarchives.gov.uk/doc/open-government-licence](http://www.nationalarchives.gov.uk/doc/open-government-licence), write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk)

This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**\*. Please quote the Highways England publications code **PR247/16**

Highways England, Creative S160649

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

Highways England Company Limited registered in England and Wales number 09346363

### 3 PREFERRED ROUTE ANNOUNCEMENT UPDATE



#### What happens next?

Our team will continue to develop the design of the preferred route, working closely with key stakeholders including local authorities, parish councils, statutory environmental bodies and the emergency services. We will also contact any affected land owners to discuss the details of the scheme and how it may impact on their property or interests.

This scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order in order to obtain permission to construct the scheme. The application will be made to

the Planning Inspectorate who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport who will decide on whether the project will go ahead.

Prior to the application, you will have another opportunity to have your say during a public consultation on our detailed design proposals.

More information about the Development Consent Order process can be found on the Planning Inspectorate's website:

<http://infrastructure.planningportal.gov.uk>

#### View a hard copy of the public consultation report at:

**Norwich Library**  
The Forum  
Millennium Plain  
Norwich, NR2 1TF

**Dereham Library**  
59 High Street  
Dereham  
NR19 1DZ

Our public consultation report shows all the feedback to our consultaion and is available at the above venues for 6 weeks

#### Further information

For further information on the scheme and copies of the public consultation report:

@ A47NorthTuddenhamtoEastonRIS@highwaysengland.co.uk

☎ 0300 123 5000

🌐 <http://www.highways.gov.uk/a47improvement>

Highways England creative job number S170173



## Preferred Route Announcement A47 North Tuddenham to Easton

August 2017



#### Improving the A47

The A47 is an important connection linking 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.

As part of a £15.1 billion investment to improve journeys on England's major A roads and motorways, the Government announced a package of 6 schemes on the 115 mile stretch of the A47 between Peterborough and Great Yarmouth. Together, the proposals will relieve congestion and improve the reliability of journey times for drivers.

The schemes include converting almost 8 miles of single carriageway to dual carriageway and improving key junctions along the route.

#### Improving the A47 from North Tuddenham to Easton

The section of the A47 between North Tuddenham and Easton is still a single carriageway. This acts as a bottleneck, resulting in congestion, leading to longer journey times and a poor safety record. The proposed scheme will relieve congestion, reduce journey times, encourage economic growth and improve our customers' experience.

#### Scheme objectives:

- Supporting economic growth
- A safe and serviceable network
- A more free-flowing network
- Improved environment
- An accessible and integrated network
- Value for money



### Public consultation

From 13 March to 21 April, we ran a public consultation to gain people's feedback on our proposals and help shape our plans at an early stage of the scheme's development.

We publicised the consultation widely, with posters, leaflets and letters to local communities and stakeholders as well as gaining coverage in the press and other media. Information was available on our website, public libraries and community halls.

There were also 3 exhibitions for the public to attend and view our plans.

### Options taken to public consultation

We presented 4 options to upgrade the single carriageway to a high-quality dual carriageway between North Tuddenham and Easton.

The options were:

- Option 1 - building a new dual carriageway to the north of the existing A47.
- Option 2 - dualling the existing A47.
- Option 3 - building a new dual carriageway to the south and to the north of the existing A47.
- Option 4 - building a new dual carriageway to the south of the existing A47.

### Responses to the public consultation

Around 482 people attended the exhibitions resulting in 530 responses to our consultation.

Around 78% supported the need to improve this section of the A47 and agreed our proposals would be beneficial in reducing congestion and improving journey times.

Concerns were raised regarding the potential for noise and disruption to traffic during construction and the impact on the local rural environment.

Access for pedestrians, equestrians and cyclists in the area was an important topic presented by attendees and will be taken into consideration.

Going forward, we will consider your concerns and responses and address them as part of our final design and construction planning.

### The Preferred Route - Option 2

Having reviewed the feedback following the consultation, and completed a number of other assessments, we are proceeding with an amended version of Option 2 presented at consultation.

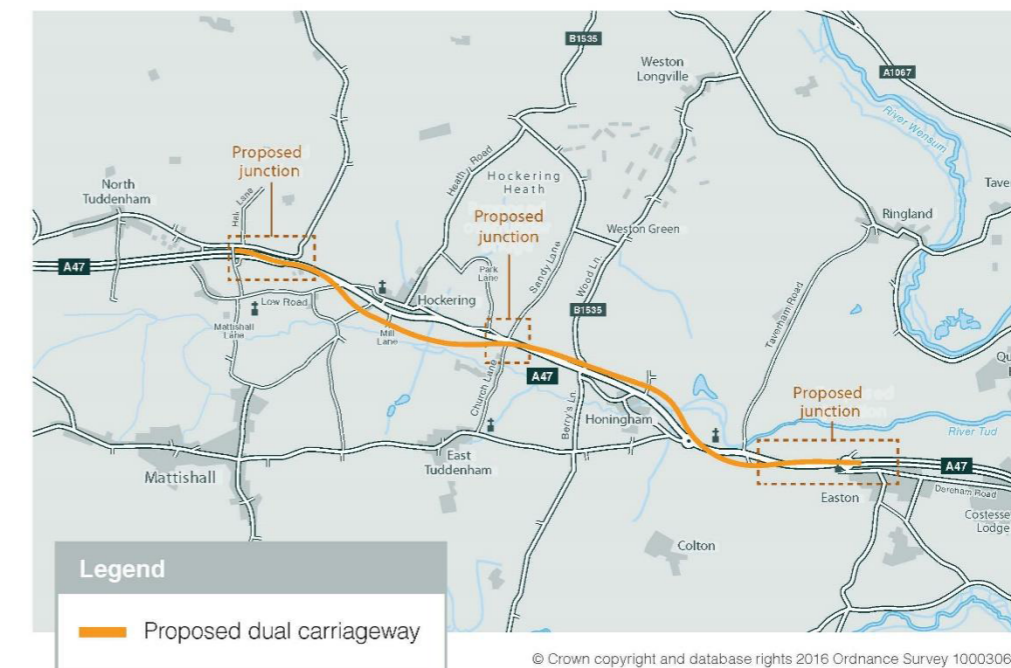
Option 2 was one of the two most favoured options and solves the traffic and safety problems. It also has the least impact on the environment. Key concerns raised by the public regarding Option 2 have influenced a realignment which means it can be built with less impact during construction and the existing road can remain for local traffic movements, pedestrians, cyclists and equestrians.

The proposed Option 2 would benefit from deviating locally from the existing A47 route alignment, which would:

- Reduce the impact at the western end on Oak Farm, minimising the impact on the existing properties on Mattishall Lane.
- Minimise, where possible, the impact on properties close to the existing A47 at Hockering.
- Reduce the impact of the road on the River Tud.
- Keep the road widening to the north side of the corridor as it passes Honingham.
- Keep route to the north at the existing junction at Easton to maximise the chance of the local road reconnection being alongside and to the north of the church at Easton.

These elements will make the road easier to construct and will retain a significant amount of the existing A47 for local access, cycling and walking.

This will now be developed further before statutory consultation.



© Crown copyright and database rights 2016 Ordnance Survey 100030649