

A47 North Tuddenham to Easton Dualling

Scheme Number: TR010038

Volume 6

6.3 Environmental Statement Appendices **Appendix 12.1 - Population and human health questionnaire responses**

APFP Regulation 5(2)(a)

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]

ENVIRONMENTAL STATEMENT APPENDICES
**Appendix 12.1 - Population and human health questionnaire
responses**

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1. Environmental human health questionnaire

- 1.1.1. As part of the statutory consultation event undertaken for the A47 North Tuddenham to Easton Scheme a questionnaire was provided to consultees. A copy of the questionnaire is provided in the section below.
- 1.1.2. The purpose of the questionnaire was to (1) establish the local health profile including the extent to which existing local facilities and amenities meet the needs of the local community; and (2) to identify where improvements could be made, which would contribute to better health and wellbeing of the local community.
- 1.1.3. The information from the results received in the questionnaire have been used to inform the baseline and the assessment.

Human Health Assessment

A human health assessment is being undertaken as part of the A47 North Tuddenham to Easton environmental impact assessment (EIA). This provides a means of assessing the potential health impacts of the project and presents the opportunity to consider improvements that could enhance the health and well-being of local communities. Public consultation is an important part of establishing what the existing health determinants are in the area, i.e. what are the key health and well-being issues the local community currently face, and could the A47 project contribute in a positive way?

Purpose of this Questionnaire

The purpose of this questionnaire is to (1) establish the local health profile including the extent to which existing local facilities and amenities meet the needs of the local community; and (2) to identify where improvements could be made, which would contribute to better health and wellbeing of the local community.

How will we use the information you provide?

The information provided will be used to inform the baseline and assessment, currently being undertaken as part of the EIA. This information will only be used for the health assessment and will be kept only until the consenting process is complete and will be deleted on completion. The provision of contact details is optional, and your comments will still be considered if provided anonymously.

Please share your views in one of the following ways:

- completing this questionnaire and return it to us using our freepost address:
Freepost A47 NORTH TUDDENHAM TO EASTON
- completing a questionnaire at one of our public consultation events
- completing an electronic version of the response form that can be accessed via our scheme webpage: www.highwaysengland.co.uk/A47NT-E

The deadline for submitting completed questionnaires is **Wednesday 8th April 2020**.

2. Human Health Assessment Questionnaire

<i>Date:</i>	
<i>Postcode:</i>	
<i>Name (optional):</i>	
<i>Contact Details (email/phone) (optional):</i>	
<i>Age (optional):</i>	

Questions (1-9)

Please answer the questions below by filling in the boxes and where relevant, circling the appropriate number of the 1-5 scale. A rating of 1 suggests a significant improvement is needed, whilst a rating of 5 suggests existing facilities/amenities are good and meet the need of the local community.

Use the boxes below each question to provide further information on the reasons of your rating.

1. How would you rate your access to other communities (e.g. Easton, Hockering, Honingham)?

Please rate on the scale:

1 2 3 4 5

Use this space to note the reasons for your rating:

2. How would you rate your access to good quality natural space (e.g. woodlands, paths and rivers)?

Please rate on the scale:

1 2 3 4 5

Use this space to note the reasons for your rating and name/describe the woodlands/paths/rivers:

3. How would you rate your access to local facilities (e.g. GP surgeries, nurseries, schools, shops)?

Please rate on the scale:

1 2 3 4 5

Use this space to note the reasons for your rating and which facilities are important to you:

4. Do you think there is a need to improve access within your town/village to local facilities? If so, what do you think needs to be done for things to improve?

5. Do you have any suggestions as to how the A47 North Tuddenham to Easton project could encourage more active lifestyles for local communities?

6. Are there locations where you have concerns about traffic noise?

7. Are there locations where you have concerns about local air quality?

8. Do you have any suggestions as to how the A47 North Tuddenham to Easton could contribute towards improving the health and well-being of your community?

9. Are there locations where you have concerns about sources of pollution such as light, odour or contamination?

3. Questionnaire responses

- 3.1.1. As presented in Section 2, the questionnaire contained nine questions in total, the first three questions were short answer responses (responses presented in Table 3.1) and the remaining six questions were long answer responses (presented in Table 3.2).

Table 3.1: Short answer responses

Respondent ID	Date of response	Age	Q1a	Q2a	Q3a
2	21/04/2020	50	5	3	N/A
N/A	04/04/2020	N/A	3	1	3
5	03/03/2020	Over 65	5	5	5
6	02/04/2020	81	5	5	5
8	02/04/2020	66	5	5	5
10	15/03/2020	N/A	5	5	2
11	27/03/2020	N/A	3	1	3
12	28/03/2020	N/A	4	N/A	4
13	25/03/2020	67	4	3	1
15	01/03/2020	N/A	5	5	3
16	29/02/2020	15.2.35	1	N/A	N/A
17	27/02/2020	70+	3	4	5
19	02/03/2020	67	5	4	5
20	04/03/2020	76	3	N/A	3
21	N/A	N/A	3	4	5
22	09/03/2020	76	4	1	1
23	05/03/2020	N/A	4	4	4
24	04/03/2019	N/A	1	2	2
25	02/03/2020	51	5	5	5

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Respondent ID	Date of response	Age	Q1a	Q2a	Q3a
26	05/03/2020	79	2	2	2
27	06/03/2020	N/A	3	3	1
28	03/03/2020	77	4 (Easton) 1 1 (Hockering) 5 (Honingham)	3	5
29	03/03/2020	63	3	3	2
30	04/03/2020	71	4	2	2
31	04/03/2020	72+ 69	3	3	2
32	05/03/2020	68	3	3	3
33	05/03/2020	70	4	4	2
34	N/A	N/A	2	3	4
35	04/03/2020	N/A	3	3	3
37	N/A	N/A	5	2	4
38	08/03/2020	50	3	2	2
39	05/03/2020	92	1	2	2
40	02/03/2020	N/A	3	4	4
41	N/A	N/A	N/A	N/A	N/A
42	05/03/2020	78	2	4	4
43	06/03/2020	69	1	1	1
44	02/03/2020	N/A	5	2	3
45	07/03/2020	67	5	5	5

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Respondent ID	Date of response	Age	Q1a	Q2a	Q3a
46	02/03/2020	DOB 1960	5	3	5
47	03/03/2020	60	3	5	5
48	28/02/2020	N/A	3	1	0
49	10/03/2020	56	N/A	5	3
50	14/03/2020	78 & 76	5	5	5
51	13/03/2020	N/A	2	1	1
52	10/03/2020	73	5	4	5
53	14/03/2020	69	1	5	3
54 (1)	28/03/2020	N/A	5	5	5
55 (2)	07/03/2020	N/A	4	4	4
56 (3)	15/03/2020	N/A	3	5	3
57 (4)	16/03/2020	N/A	5	5	2
58 (5)	09/03/2020	N/A	1	4	3
59 (6)	08/03/2020	76	1	1	1
60 (7)	N/A	N/A	1	2	N/A
61 (8)	20/03/2020	N/A	5	5	5
62 (9)	20/03/2020	N/A	1	1	1
63 (10)	N/A	N/A	4	3	4
64 (11)	03/03/2020	66	4	2	5

Table 3.2: Long answer responses

Respondent ID	Q1b	Q2b	Q3b	Q4a	Q5a	Q6a	Q7a	Q8a	Q9a
2				No	Protected paths	We have concerns over increased traffic noise along the new road linking at North Tuddenham		No	
N/A		There used to be a verge on the road to our house. It has been eroded by HGV's. It is not safe to walk on the road with the volume of large vehicles, distribution lorries.				The Barnham Broom Road, East Tuddenham currently is used very regularly by HGV's so large they are unable to pass one another. We experience cars forced off this road into side roads to allow them to pass. It is used by HGV distribution lorries, industrial sized skips from Wood Lane Junction and low-loaders needing escort vehicles. The problem has become more pronounced since HGV's have been diverted from Hockering to the junction at Wood Lane. My concern is that the situation will worsen with the new junctions unless a weight restriction or alternative solution to force the heavy traffic to use the A47 ... route to the A11.		If HGV's were forced to use "A" roads instead of using "rat-run" road between the A47 and A11. E.g. weight restrictions. SAT NAV. Default changed to use the "A" roads.	Please see comment under section 6.
5	Own car and still able to drive.	Good- an extensive footpath network.	See (1) car and still able to drive.		Possibly- cycle paths?	East Tuddenham village- peak times	As above	Concentrate heavy traffic use to safer roads. Restrict speed through inhabited areas to discourage "rat-running".	Honingham roundabout-noticeable light pollution. Move roundabouts, more lighting!
6	At the moment I can easily access both of those villages.	The valley that runs along the bank of my property and to the side of it. I look out of the back of my property onto natural space.	The doctors surgery at Mattishall is important to me. I have had a stroke a few years ago. With the currently road layout it will make it extremely difficult for me.	Hockering at the moment has a very good bus service to Dereham and Norwich. This will change with the new A47 as we will not be on a direct bus route.	The new A47 North Tuddenham to Easton will cut me off. I will have a road either side of my property.	I am concerned there will be more noise for my property as I will have a road either side of it.	See above comment (6).	If the road is built where it is suggested we would need a surgery in Hockering. The nearest surgery to me is in	Yes- the valley an my property will have a road either side.

Respondent ID	Q1b	Q2b	Q3b	Q4a	Q5a	Q6a	Q7a	Q8a	Q9a
			Dereham town shopping facilities are important to me. I go into town most days as I live on my own. The new road layout will make it more difficult for me.	I am 50 years old. I am driving at the moment however when I stop driving not having the bus route will have a huge impact on my life. Also, I will find it difficult to sell my home with this going on I feel I will be trapped in a home where I will not have the means to get about.				Mattishall. I will need to drive miles out of my way and use a busy road to get to Mattishall.	
8	I have no problems accessing the local villages, walking or driving.	At the moment these are excellent. The proposed new A47 will destroy many habitats and they will not regenerate once disturbed. I fully expect the River Tud to suffer with both the building of the new road, & its use once open. Especially if the Berry's Lane junction remains open.	The local GP surgery, nw series & schools are all accessed locally by the Dereham Mattishall Road. Most of us shop in Dereham, many of us via the bus which runs along the Mattishall RS (Konnect Bus no 4.). If we need to use the A47, but it isn't necessary.	A proper bus service through Honingham would be excellent, at the moment we have to walk up to a mile (uphill) to get to the bus stop. It's a 'request' stop, not officially recognised. Buses do not run in and out of Norwich (or Dereham) after 5pm, so we cannot use the bus to find evening entertainment in the town or city. If you are too unwell to drive to the Drs in Mattishall you have to ensure you get an early appointment, likewise hospital appointments (the No4 goes to the NNUH). If your app overruns you have to get a taxi.	We already have an active lifestyle. In fact, it will prevent one lifestyle choice, that of church worship as we won't be able to get there.	Yes, the whole of Honingham, if new road goes ahead.	East Tuddenham village- peak times	It will damage air quality, it will contribute to noise and light pollution. It will destroy vast swathes of beautiful countryside. It will probably cause more flooding in our low lying village. No, can't think of any way it will improve- other than not doing it?	Ever since the Honingham roundabout was built we have suffered with light pollution and noise pollution. So, with the 2 new roundabouts it can only become worse.
10			Access to Mattishall (I.e. Doctors and Scout Group- 2 nights a week). Will be cut off increasing our journey times and cost. The road between Hockering and Mattishall needs to be kept open.	Access to Mattishall needs to be maintained.			Yes, my property will be between two roads.		
11	Please do not decrease the bus service.	Good opportunity to walk to Collon and Barnham safely.	All facilities are important to me for my own health and to undertake important grandparent collection duties. The church too.	No- the more roads you put in place, the more traffic expands to use them. It's not the roads that are the problem it's the drivers in too much of a hurry + on their phones.		From the children's play area + village hall. To save 7 minutes commuting time, there will be a probable increase in carbon emissions for both construction and	Yes, whole of Honingham, as above.	No- the more roads you put in place, the more traffic expands to use them. It's not the roads that are a problem it's the drivers on it with	The Proposed new road will be sat higher than the village and with all the lighting required on the roundabouts,

Respondent ID	Q1b	Q2b	Q3b	Q4a	Q5a	Q6a	Q7a	Q8a	Q9a
				Close monitoring would save numerous accidents.		operation. Last month our appeal court judgement ruled a 3rd runway at Heathrow as unlawful. The A47 project has failed to consider the Paris Agreement on climate change.		too much of a hurry and on their phones. Close monitoring would save numerous accidents.	light pollution is unavoidable.
12	No change	Now 5 but once the road is built 2	With no road this will not change	N/A	No	██████████ will become unliveable		N/A No!!	██████████ ██████████ ██████████ ██████████ During construction and when the road is finished and operational.
13			Very Poor. Doctor is in Mattishall Young primary age children ██████████ Secondary school- ██████████ We have no shops, schools, nurseries etc	Yes. Need to improve Berry's Lane and impose 7.5 restriction.	Not relevant to East Tuddenham.	Yes- Moving the dual south very close to houses	From children's play area + village hall. Transport's share of carbon emissions in Norfolk stands at a shocking 38%. With the road building A47 programme, the dualling has failed to consider the Paris Agreement on climate change.	Not the new dual. Better the be left where it is. This section of the A47 was originally meant to be dualled. This was away from the houses.	Yes- Rotten Row Church Lane Sandy Lane
15	Even if you have to travel a little further the safety with the new scheme out ways this	With the new cycle ways, etc better than before the scheme	Slight reservation about the closure of Mattishall Lane which will put more traffic onto the road west of Hockering leading from the current bridge over the A47, this road will need upgrading and some priority changes.				██████████ ██████████ ██████████ as above will become unsaleable and unliveable	No	No
16	Provide buses still come into the village (1)	None	G.P terrible don't be any better. I have to get buses to get to G.P know it will be the same after change	A Doctors Surgery			Yes- as above. This will affect people in Rotten Row and Church Lane. Some have already alerted us and HE to this problem.	A G.P surgery in Hockering	
17	Varys from place to place. Easton- 5 Easy in and out both ends Wood Lane- 1 Turning right to travel to Dereham	██████████ in Dereham	██████████	None known		██████████ No.		No	No

Respondent ID	Q1b	Q2b	Q3b	Q4a	Q5a	Q6a	Q7a	Q8a	Q9a
19	I personally think it's easy to get to the surrounding villages from East Tuddenham	I love walking my dog there are a lot of permissible footpaths in East Tuddenham and walks to the River Tud.	Surgery and supermarket		No in my opinion your plan says it all	No	My house was built without a chimney in 1972 why weren't this continued	I'm sure that the new bypass will help the rat runs we are having now	
20	So as long as I have access to my car		Buses poor ok for car owners	A bus service the village for with no car	Better local walking	No. Not as noisy as it is now. It will be further away.	██████████ No		Only have concerns about fly tipping on old A47. Height barriers are a necessity to stop lorries vans and caravans.
21	Access to Hockering is dangerous crossing the A47	Able to go on several walks around East Tuddenham	Mattishall has these	Not really	Not sure	No	No	No	No
22			Nothing in Honingham. No public transport. But we like a peaceful village which is about to end!	We are ok as we are!	No	We can hear noise from the existing A47, will be greater with dualling!	No. The traffic hopefully moving is not sitting in a queue at roundabouts creating less pollution not more.	Detrimental but necessary	Light pollution at new junctions
23	Currently access is quite easy however with the proposals I feel this would be impacted with current areas blocked.	Same as question 1. Access to natural space is important inevitably this will be impacted by these plans.	Currently quite good however with the proposals this could be severely jeopardised by the removal of the roundabout at Easton as this will make more residents				No		
24	From Hockering it is very difficult to get to villages on the other side of the A47 safely-you either have to take a major diversion around Hockering woods to get to Fox Lane and across the A47 or sit in the middle of the carriageway waiting to turn off.	Some footpaths in Hockering but not well maintained, very muddy in winter and not very interesting or inspiring if you have to walk the dog every day. No access to open areas of natural space- Hockering Wood privately owned and not welcoming.	Good school in the village and small convenience shop. Everything else is either in Mattishall or Dereham.	Better access across the A47 to Mattishall and Dereham. Better bus service.	Good, well maintained footpaths, parking, dog bins, woodland, cycle paths.	There is a constant background hum of traffic noise in the whole of Hockering.	No		Not at present, but concerned about light pollution from street lights on new proposed junctions.
25				No	No	Yes, in my garden		No	Yes, in my neighbourhood
26	Delays or heavy traffic on the A47.	Very few existing roads where it is safe to walk as developments i.e. housing, food hub take place.	Again, sheer volume of traffic particularly at the Longwater Lane junction.	The proposed changes will certainly help but the Longwater junction needs urgent attention.		Yes ██████████	No, not that has affected me.		

Respondent ID	Q1b	Q2b	Q3b	Q4a	Q5a	Q6a	Q7a	Q8a	Q9a
27			Very poor and public transport poor+ unreliable.	Not really. We need to <u>stop</u> rat running through our village.		Rotten Row and Church Lane, East Tuddenham. You are moving the road much closer to these properties.	Yes, in my neighbourhood		Yes- at 6 above. You could also contaminate the River Tud by coming closer and into the valley.
28	Easton: current Alder Carr roundabouts give reasonable access. It's on the other side of current A47 and crossing that road is difficult or dangerous from Mattishall. Honingham: It's just off the road from Mattishall to current A47.	Woodlands, paths and rivers are all important to me and to wildlife. Some areas are easier to access than others.	Mattishall is a big 'hub' village with good facilities. We have an hourly bus service (2 hourly on Sundays) to Dereham & Norwich between 6am & 6pm.	It would be great to have an evening bus service. Restore Easton's Park and Rice into Norwich City Centre. Improve/ install pavements in this village. White lines/ cats eyes on heavily used minor roads.	The cycle/ walk/ horse-ride proposals are good.	Not where I live.	Yes [REDACTED] We would be more than happy to offer our premises should you wish to take readings and assess	SAFE connectivity between communities N & S of the road is vital.	Not that I can think of.
29	Pulling out onto the A47 can be difficult and sometimes dangerous	No footpaths and only an old layby to walk safely	GP is in Mattishall and we have to cross the busy A47	A one way system to direct the flow of traffic down smaller roads.	Walking, cycling, jogging. Tracks and pathways.	We live with the existing A47 now and the new road should make it quieter. Looking forward to it.	Yes- as above.	No?	No
30	Bus service good			Yes	There is no need for a new road the A47 could be used.		Not where I live	None	None
31	Existing traffic conditions on the A47 make access to other communities not ideal	To venture north across the A47 either by car or other forms of transport including by foot can make the journey extremely dangerous due to existing rat runs through to Ringland/ Taverham.	Unless you have your own private transport, you cannot access Longwater retail park and out Drs surgery at the Roundwell as existing bus routes do not cater for this. Also, the lack of adequate footpaths/ cycle paths and the extremely dangerous crossing over the A47 on foot or again cycling.	Bus routes to cater for Longwater (surgery) Longwater retail park. Footpaths/ cycle paths especially at the showground/ Sainsburys roundabouts.	An underpass (pedestrian only) from Lower Easton to Easton village. Ensuring that adequate pedestrian and cycle ways are followed through on the new route from Easton to Honingham.	Yes, this postcode [REDACTED] (this area has a serious problem with noise). Ref. [REDACTED], chair Easton Parish Council, James of Highways England as well as Norfolk Police Wyndmondham.	Not really	Solving noise and air pollution problems could be accomplished either by increasing the height of the verges or erecting soundproof fencing. Or ideally both the fore mentioned.	As above. [REDACTED] ref. Air Quality.
32	More local bus services needed as if you do not have your own transport it is quite difficult to get to some of these places for doctors etc.	Lock of paths on local roads as very narrow & cars do not give way.	No GP surgeries or shops in village so you need public transport if you do not have a car.	We need footpath & cycle track across A47 to Longwater as you cannot cross the Longwater Junction safely to go to the nearest shops & to GP surgeries or improved bus link.	Stop local roads being used as rat runs by putting in cramming measures to stop speeding traffic & lorries, making safer use of local roads & walks for local people as local roads are very narrow with no foot paths.	Won't know to road is finished.		Keeping traffic out of the local villages. So, villages can enjoy walks & cycling etc in safety without speeding traffic along narrow roads.	Won't know until all work has been completed & all new planting is carried out.
33	Our main problem is pedestrian access to Lower Easton. To cross	More proper footpaths	If you haven't got a car there's not much hope. The 2 bus	Yes. See section 3.	Country park for safer walks	Not specifically	As above. Serious air quality.	?	Food enterprise zone.

Respondent ID	Q1b	Q2b	Q3b	Q4a	Q5a	Q6a	Q7a	Q8a	Q9a
	the A47 using the steps from Ringland Lane is suicidal. Plus if the No4 connect bus route is scrapped we will have issues getting to the hospital. We do have the cottesey park and ride but that's a 2 mile walk away and in an aging village that's not compatible with good health.		routes that go through the village don't go to our local shops or surgeries except for the free bus that takes you to Sainsburys helps if you want to go at the one time it runs other than that it is hopeless. And if you get off at the 'showground' you have to take your life in your hands crossing 2 slip roads and no pathway.						
34	At this time, it is dangerous getting out on the A47 towards Dereham most times of the day. At peak times in the morning the village is used as a Rat Run for vehicles going to Norwich as they try to beat the queues that build up from Easton roundabout.					No	Not at the moment.		No
35	Car only- no public transport from where I live.	Again- I have to drive (no paths or verges, busy road) (B1108- Norwich- Watton)	By car only, no public transport & road too dangerous to walk or cycle.	Public transport. Footpaths at sides of roads.	N/A I'm too far away to do anything other than drive		Not specifically		Light pollution- street camps? High Road over junctions- car headlights?
37	As I am retired, I can use the A47 at off peak times, although I do realise that at peak times there are hold ups esp. at the Easton roundabout, which I feel make it dangerous	At the moment I feel as a village Easton has quality natural space but we are unable to access lower Easton and Runland Hills because there is no safe crossing over the Southern bypass.	We do have a voluntary car scheme in Easton. Reasonable bus timetable. We have a village primary school, but really a car is almost essential.	We need either a underpass or bridge to connect Easton to Lower Easton and Ringland Hills and Taverham. The link between the NQR and A47 needs to be built.	If the existing A47 is maintained to be used for walkers and cyclists.	None	No	None	None
38	I work in Norwich and accessing the A47 is hell on a work morning due to volume of traffic. Turning right onto the A47 heading to Dereham is particularly dangerous.				The installation of a cycle path				
39	Isolated property. No Problems. Gave up 2019.	Mobility problems meant cannot	I rely on 3 daughters all living within 18 miles to take me to the surgery when The nearest bus stop is near Earth	No	None	No	No

Respondent ID	Q1b	Q2b	Q3b	Q4a	Q5a	Q6a	Q7a	Q8a	Q9a
			sea house about a mile						
40	Difficult and dangerous to access villages/..... to the north of the existing A47.				The provision of quiet safe walking/ cycling opportunities to the north of Mattishall would be a big improvement.	No		No	No
41				We need to maintain a walk and driving access to Mattishall Farm Hockering or at the very least walking access. Underpass Hockering to Mattishall Lane. The need for buses to continue to run through Hockering is paramount			Sometimes in the 'layby'		
42	The road to Easton (Colton Road) is an unsightly mess inadequate for the vol of traffic. It is mostly single lane. At least the passing Should be reinforced. 2. Cyclists and pedestrians have safe places to cross the A47- e.g. for Hockering. 3. In general, the minor roads in this area are bad with many potholes and poor	There are good paths in the Area. However, I believe the walkers should Access to And - in Sweden there is a 'citizens' right of access. Why not as long as Is done and residential Is not informed.	Good access mainly requires a car. My nearest shopping area is the Longwater site. There is satisfactory access for pedestrians and within the site crossing from the western to the eastern section is not safe at all. The first path over the bridge from Easton is overgrown and not paved.	It would be useful I the Norwich bus stopped in this village (Colton). Alternatively, perhaps a parking area in Easton to be made available.			No		
43	There are no or very few walkways in Easton or Norwich. I live in Ringland Road. I cannot walk out of my driveway safely. There are no pathways no speed restriction it is the most dangerous road in Norfolk for pedestrians.	No walkways to natural space, only accessible by car.	Only accessible by car	More pathways & cycle tracks	Stop giving priority to cars, close rat runs (ie Ringland rd) turn this into a access only road for local residents, with use of a walkway & cycle track.	Lower Easton, with all these new road constructions. Will the noise increase? Are you making any natural barriers			
44	I have no problems accessing these villages from East Tuddenham.	Limited because of the volume of traffic on main roads. I do not cycle locally as 'rat run' traffic + heavy goods, travel too fast.	GP surgery- very good Shops- not bad Schools- traffic oh but not enough places Nurseries	Access is good but limited in places available.	Resources are limited which is commonplace for rural communities. Roads either side of A47 are just too busy.	Personally, where I live no traffic affects me in my house. However, locally our village suffer in Rotten Row, Church lane, the Barnham Brown Road.		No.	Area around Rotten Row for pollution/ noise. Also the new A47 beside the flood plain.

Respondent ID	Q1b	Q2b	Q3b	Q4a	Q5a	Q6a	Q7a	Q8a	Q9a
45	Never had a challenge having access to any of the above. Occasionally because of the density of traffic flow you choose your time and allow for a little disruption.	Always been very good in the past. The countryside is very important but so if progress if we have to lose a little here and there so be it.	Good access to Mattishall surgery and a short drive to Sainsbury or Tesco or local butchers, bakery, ER. Distance to schools for my Grandchildren works fine also.	No I think everything is fine with access to any of the facilities I personally need. That may change as I get older I'm sure.	Not sure that the A47 would encourage more active lifestyles I would suggest it will enable less hold ups both in the morning and evening I see no real other benefits.	No not really, it's something that you become accustomed to and accept.	Same as above	Flow rate of traffic is always a factors in improving health idling traffic does create fumes etc. No suggestions just get it done.	No I have no concerns. Obviously the building of this section of the A47 will probably have impact on the above statement but upon completion things will be acceptable and odour and contamination gone.
46	All these villages may take more time to access, but should be safer to access.	The same.	No different to facilities.	Footpath from Yaxham to Dereham, at present no safe way for residents in Yaxham to walk or cycle to Dereham, especially For school children, Elderly etc as in NP4 plan.	Use low noise road surface, reducing impact of road.	Yes current A47, Dereham + north Tuddenham bypass, very noisy- can be heard 2 miles away- poor concrete surface.	As above.	Low noise, low visibility, plenty of tree planting+ landscaping to reduce noise visibility + reduced carbon footprint. Dual current A47 rather than build a totally new road.	North Tuddenham bypass- needs embankments to reduce visual + noise pollution.
47	0	Taverham Road and the adjacent fields, woods and river are on our doorstep. That is why we live here!	Access to our Doctor in Mattishall is fine- once we have crossed the A47. Longwater shops are convenient. Schools were difficult but no longer applicable.	Maintain our footpath access to the church (St Andrews) and to the centre of Honingham village. Make a safe route across the A47. Your proposals to achieve this.	Quieten the side roads. Prevent rat-running. Stop commercial/ heavy vehicles tearing along country lanes (like Taverham Road).	The section past the end of Taverham Road, East to Easton. Day + night. Your scheme needs more trees+ bunding to contain the noise.	No here in East Tuddenham I feel the air quality is fine.	As responses 6+7. Make it a 'greener' area too, with many more trees.	Currently the Easton roundabout lights can be seen across the dark sky at Taverham Road. Likewise, the roundabout at Honingham. Concerned that your proposals need more dense planting to prevent light pollution at the Blind Lane roundabout. Ditto noise pollution. Ensure the Taverham Road swale can become an attractive (water feature). And not polluted by oil from the road run-off.
48		Very poor after road is built. Regularly walk down Mattishall Lane and by work.	Zero. Mattishall Lane is used to get to surgery regularly. Also elderly parents in Mattishall my mom has just come out of hospital having had her 2nd heart attack. My stepfather has onset dementia. I am called out in an emergency and have to race over to get to	Definitely needs a bridge over Mattishall Lane.	By having a bridge over Mattishall Lane. The built a bridge over the road between Bowthorpe and rawhurgh so why can't they do that for in the Hockering area. That is a single track road.	No	Yaxham Road, A47, Tesco roundabout Dereham.	Keep Mattishall Lane open + build a bridge over it so we can carry on going lovely walks in that direction.	River in Mattishall area.

Respondent ID	Q1b	Q2b	Q3b	Q4a	Q5a	Q6a	Q7a	Q8a	Q9a
			theirs quickly. Other routes will take much longer. They also have a care line to which I have the key. So again called when needed. There are others in the village walk to Mattishall regularly to get to the doctors.						
49	Easton + Hockering are a drive away . I live in Honingham.	I have woodland, the River Tud has great walks around me. I know I'm very lucky and would like to keep it this way.	All of these are a drive or bus journey away. The bus stop is quite a walk away from our house. Doctor surgery- Mattishall, School- Braham Broom, Nurseries- ? Shop- a good drive away	Better bus links maybe and bus stop within the villages would improve access. The bus stop is too far for some villagers. Local bus/ volunteers taking pensioners to local shops.		I am very concerned about the roundabouts and cars slow down- therefore noise increases. Wood Lane junction in particular lorries as it is very near my home.	Ditto 6. And the centre of Honingham. The noise on the village bowling green + emissions from the passing vehicles are a worry. Your proposals should improve this.	No	I am concerned by all the major junctions proposed with their double roundabouts. Light pollution- noise- emissions are all inevitable.
50	It is important for communities to be able to work together across common needs and support	The population growth requires upgrading and new highways. The land they take up needs to be replaced as close as possible in the same area.	GP very good 15 min walk Shops 6 miles by direct bus or by car No need for nurseries or schools but future populations will require them.	Section 3	Mattishall Village is on the old direct route The road is often used by traffic east & west avoiding the dangerous past of the A47 with the new road in place our community will be cleaner safer & more enjoyable.	Section 5	No should be slightly letter for Hockering. And quieter walking along "Main Road"	All junctions on and off Main Road are impacted by stop start traffic
51	Either small back roads or overcrowded A47 is poor communication. Major improvements needed.	Overall very poor- just 1 small park area locally. No paths woodlands or River despite being in the country.	5 miles to GP surgery- on poor roads so bad. No local shop (just post office 2 day's a week) 9-2pm. Yes school in Easton.	What facilities? No Shops, no schools		Currently the actual road traffic noise from the A47 is and can be very noisy and will continue to get worse with more traffic.	Wood Lane junction. We have some beautiful woods and wildlife surrounding Honingham- I feel air quality is bound to change + decline in quality.		
52	Easy access through local roads	Footpaths or walk ways.	Easy access via local roads to Dereham or Norwich and GP surgery.	No	Lower traffic through village would improve walking or cycling.	No- although concerned for those at the top of Church Lane.	All alone the existing roads running east/ west.	The reduction of traffic flow through the village	None
53	Congestion			Remove traffic lights in Honingham	Eliminate proposed roundabouts	Existing Honingham Bypass (A47)	Easton is due to double in size which means more traffic (from building) more traffic (once built) = poorer air quality	Install new dual carriageway without roundabouts. Use existing A47 to feed all existing side roads with reduced traffic the following can	Existing A47

Respondent ID	Q1b	Q2b	Q3b	Q4a	Q5a	Q6a	Q7a	Q8a	Q9a
								continue safely: 1) Walking, 2) Riding 3) Running 4) Cycling	
54 (1)				The quality of life in East Tuddenham needs to be protected from the unintended consequences of this proposal. Extra traffic could head toward the village and onwards by the provision of the proposed connecting road between Church Lane and Wood Lane Junction. Pollution and "rat running" may well increase thus having a negative environmental and health impact. There is absolutely no need for a connecting road between Church Lane and Wood Lane junction.		The residents along Rotten Row and Church Lane will need protection against this.	No	By moving the proposed route to be run closer to the original A47 south of Hockering which was Highways England's preferred option in the first place.	Along Rotten Row and Church Lane East Tuddenham.
55 (2)	Crossing A47 to Hockering can be hazardous	Path to East Tuddenham would be useful.	Everywhere needs a vehicle so no problem	No	More circular walks.	Increased noise and Tud valley.	Yes Honingham peak times due to congestion	Reducing the increase of rat running down Church Lane would improve safety for dog walkers. Increased anxiety due to the proposed new road joining Church Lane to Berry's Lane roundabout. Light pollution at roundabout then off into Tud valley. Light pollution at roundabouts run off into Tud valley.
56 (3)	Sometimes you can get very slow especially during peak times	A couple of minutes drive from my home takes me to natural space (in any direction except towards the city)	Dereham road is very busy most of the time	I think the roundabout at the show ground could be more pedestrian friendly as I like to walk to the local shops	More footpaths and cycle paths would encourage more walking and riding in the local area.	Yes my house backs onto the A47 and it is very noisy when you are relaxing in the garden.	As above.	Less idle time for cars- more constant speeds at higher gears means less air pollution and less noise during acceleration.	No
57 (4)	Perfectly adequate as it is.	See question 1	None in our village.	No	No	Yes, the A47	Tud valley.	Minimise the over engineered junctions at Wood Lane and Norwich Road.	Light pollution at the two proposed junctions

Respondent ID	Q1b	Q2b	Q3b	Q4a	Q5a	Q6a	Q7a	Q8a	Q9a
58 (5)					Less traffic through Hockering will be of benefit-less speeding on Heath Road- with less road kill.	Heath Road Hockering.	At the Easton roundabout at peak times due to traffic congestion.	Less traffic- quieter village atmosphere	
59 (6)	No footpath. No safe crossing point at the A47.	No footpaths- lane too dangerous to walk up.	Access impossible without using a car. Again, using a car is the only safe way to get to Easton village and local shops.	A safe crossing is necessary to link up Lower Easton to Easton village.	No, it will discourage local walking and cycling.	The noise from the roundabout at Easton is continuous, cars and motorbikes accelerating away from the roundabout up to high speed after having been slowed down.	Yes, the A47. The concerns are greater if the new road drops down into the valley south of Hockering. Can see no sensible reason for the new road not to stay alongside the existing A47.	No, the dualling of the A47 will, as designed at the moment, increase the amount of rat running traffic through Lower Easton.	We suffer from considerable light pollution from the sodium lamps at the existing roundabout. Hopefully these will go when the roundabout is removed.
60 (7)		We are to lose a lot when they build houses on the eland. Access to Dog Wood Lower Easton is by a poor road crossing. When I had a dog I regularly walked her in that wood. The crossing is better than nothing. My children used to cycle to the river. We need a better link to the other part of the village. The new roundabout is way too far away.	Cannot get to my doctors in Cotessey by any other means than car. No buses go that way. Cannot walk to a shop. Buses stop at the showground so a long walk; no paths or safe road crossing to Sainsburys.	Yes. A Doctors & shop.	The cycle paths should be a completely separate path with a hedge between and maybe lower than the road as in Holland.	There is no noise at the Marlingford Way/ Road junction from the bypass but there is a lot of noise at the end of Marlingford Way because there is no bank at that part of the bypass.	Heath Road Hockering.		Yes we had stars when I moved here but now the sky is orange. I wonder what all these light does to the food chain with day predators able to prey all night. I hate all those far too many lights my car has good headlights so why so many lights? Over kill
61 (8)	Easy as I have a car, but I would use public transport if it was more frequent.	Very easy. I live at the western end of Mattishall and am in good quality <u>natural</u> space within a 3 minute walk from home.	GP surgery is within my village. I currently don't need a nursery or school. Limited shops in the village- I drive to Dereham or use P+R to shop in Norwich.	No, not locally, for local people. I choose to live in a rural area and don't expect urban- style facilities or access.	By inclusion of saving the old A47 to be used or a footpath or cycle way, ensuring a circular route is formed, by connecting with existing paths and minor roads.	No.	Lower Easton suffers traffic congestion during rush hours morning and evening with a resultant outpouring of engine fumes.	No.	No.
62 (9)	My Doctors in Mattishall use a Surgery in for patients and this would create chaos on Mill Road, Mattishall. Also patients from Hockering using Mattishall surgery would be forced to use Mill Road creating more chaos.		See question 1. My doctors in Mattishall use a Lenwade surgery for patients and due to closure of Mattishall Road this would create chaos on Mill Road, Mattishall. Also patients from Hockering using Mattishall surgery would be forced to use Mill Road creating						

Respondent ID	Q1b	Q2b	Q3b	Q4a	Q5a	Q6a	Q7a	Q8a	Q9a
			chaos on a single track road.						
63 (10)	Honingham-> Easton Use A47 off peak. Use At peak times. Honingham -> Hockering Use A47 via the existing roundabout at Honingham	South of A47- access is good North of A47- If I want to walk at I take the car & park at Rather than take the A47 on foot.	GP surgery- no problem- straight to Mattishall. Shops at Longwater- I travel off-peak on A47. Dereham- travel off-peak on A47. Schools & nurseries- I'm way past these!	No.	No.	Yes, the A47 is noisy, especially when there is a north or easterly wind. I, like many people in Honingham have lived in the village for decades, as the traffic has increased, so has the noise. Please put in place as much shielding in place on the new A47 as possible to put us back to being a quiet village again.	No.	If you can put things in place so we can't hear, see or have any pollution from the new A47, then I think we could all breathe a sigh of relief, & relax, which must be good for	No at the moment
64 (11)	Right turn to Hockering has middle 'pull-in' but leaving Hockering back to A47 towards Norwich is very awkward 'run-up' on a busy carriageway. Easton and Honingham no problem.	Cycle paths from the village do not exist- Mattishall Road is too dangerous to cycle.	Easy for Mattishall surgery, shops.	None- our village has no facilities.	Cycle lanes.	No.		Cycle paths from our village to Mattishall. Protection of wildlife, particularly birds.	