

# **A46 Newark Bypass TR010065/APP/5.2**

## **5.2 Consultation Report Annexes**

### **Annex A: Options Consultation Material**

APFP Regulation 5(2)(q)

Planning Act 2008

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

Volume 5

April 2024

Infrastructure Planning

Planning Act 2008

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

**A46 Newark Bypass**

Development Consent Order 202[x]

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**CONSULTATION REPORT ANNEXES**

**ANNEX A: OPTIONS CONSULTATION MATERIAL**

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<b>Regulation Number:</b>	Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010065
<b>Application Document Reference</b>	TR010065/APP/5.2
<b>Author:</b>	A46 Newark Bypass Project Team, National Highways

<b>Version</b>	<b>Date</b>	<b>Status of Version</b>
Rev 1	April 2024	DCO Application

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## **A.1. – Options Consultation Brochure**



# A46 Newark Bypass Public consultation

**Share your views**  
9 December 2020 to 2 February 2021

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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 the Government's second Road Investment Strategy committed to spending £27.4 billion on our network.

The A46 Newark Bypass is a critical part of this investment, filling the gap in the A46 route to create a high-quality corridor that connects the Midlands, which is great news for the local and regional economy. In this brochure we explain our proposed improvements for the A46 Newark Bypass scheme. We also give details of how you can give us your feedback during our public consultation.

## Our options consultation

We're holding a consultation on our options to improve the A46 Newark bypass. We'd like to hear your views and for you to share your local knowledge with us.

The consultation will run for 8 weeks, from **Wednesday 9 December 2020 to Tuesday 2 February 2021**.

The coronavirus situation is constantly developing and changing, and it is essential that we observe and comply with the UK Government's restrictions. For Highways England, this means that we are not holding face-to-face public consultation events.

We are providing alternative ways for you to access scheme information, ask questions and ultimately make an informed response to the public consultation.

Your views are important to help us better understand the local area and any potential impacts our scheme may have on you and the community. We will listen to everyone's feedback and we'll consider this before we select a preferred option.

### Where to get more information

- Visit our scheme webpage and watch a video of the options at [highwaysengland.co.uk/a46-newark-bypass](https://highwaysengland.co.uk/a46-newark-bypass)
- Request a call back from a member of the project team by calling **0300 123 5000**
- Email us on: [a46newarkbypass@highwaysengland.co.uk](mailto:a46newarkbypass@highwaysengland.co.uk)

### How to respond

You can respond to our consultation using one of the following methods:

- **Online:** complete the response form online at [highwaysengland.co.uk/a46-newark-bypass](https://highwaysengland.co.uk/a46-newark-bypass)
- **Post:** complete a paper copy of the response form, put it in an envelope, write our freepost address on the front and put it in a post box. There is no need for a stamp. The freepost address is:  
**Freepost A46 NEWARK BYPASS**

Please note: All responses must be received by Highways England by **11:59pm on Tuesday 2 February 2021**. Responses received after this date may not be considered. Paper consultation brochures and response forms are available on request.

# The need for the scheme

In March 2020, the Government's second Road Investment Strategy included a commitment for Highways England to improve the A46 'Trans-Midlands Trade Corridor' between the M5 and the Humber Ports, to create a continuous dual carriageway from Lincoln to Warwick.

Improving the A46 between Farndon and Winthorpe will:

**Support economic growth:** The A46 is a nationally significant trade and export route, with ports at either end of the corridor and East Midlands and Birmingham Airports close by. The single greatest gap in this route is the A46 at Newark; an upgraded dual carriageway opened in 2012 but stopped three miles short of the A1. This scheme will fill this gap, creating a consistently good connection from the M1 at Leicester to Lincoln, enabling UK, regional and local government's transport and economic growth plans.

**Improve journey times:** Congestion on this single carriageway section of the A46 means that journeys are unreliable and take longer than they should. This will only get worse as more people are expected to use the road in the future. Our improvement scheme will remove the bottleneck, meaning road users will have quicker and more reliable journeys.

**Make journeys safer:** From January 2014 to December 2018, accidents on this section of the A46 resulted in 197 casualties. Accidents have a direct impact on those involved and also often lead to lane closures and associated reliability issues. Widening the A46 to a dual carriageway will provide opportunities for safer overtaking, and junction improvements will reduce congestion and frustration.

**Help cyclists and pedestrians:** We will divert existing uncontrolled crossings of the A46 to provide a safer route to cross. As we develop the scheme, we'll ensure the needs of pedestrians, cyclists and horse riders are considered.

**Improve the environment:** The scheme aims to improve noise levels in Noise Important Areas (noise 'hotspots'). We will work with key stakeholders, including the local planning authority, Natural England, Historic England and the Environment Agency to develop proposals that protect and enhance the local environment.

**The local area:** The location and setting of the A46 to the north of Newark-on-Trent presents a significant number of constraints and challenges, which are shown on the environmental map on page 3. These include floodplain, residential areas, scheduled monuments and listed buildings, archaeology and two river and three rail crossings. We attach great importance to the environment and will work to minimise our impact and enhance environmental features wherever possible.

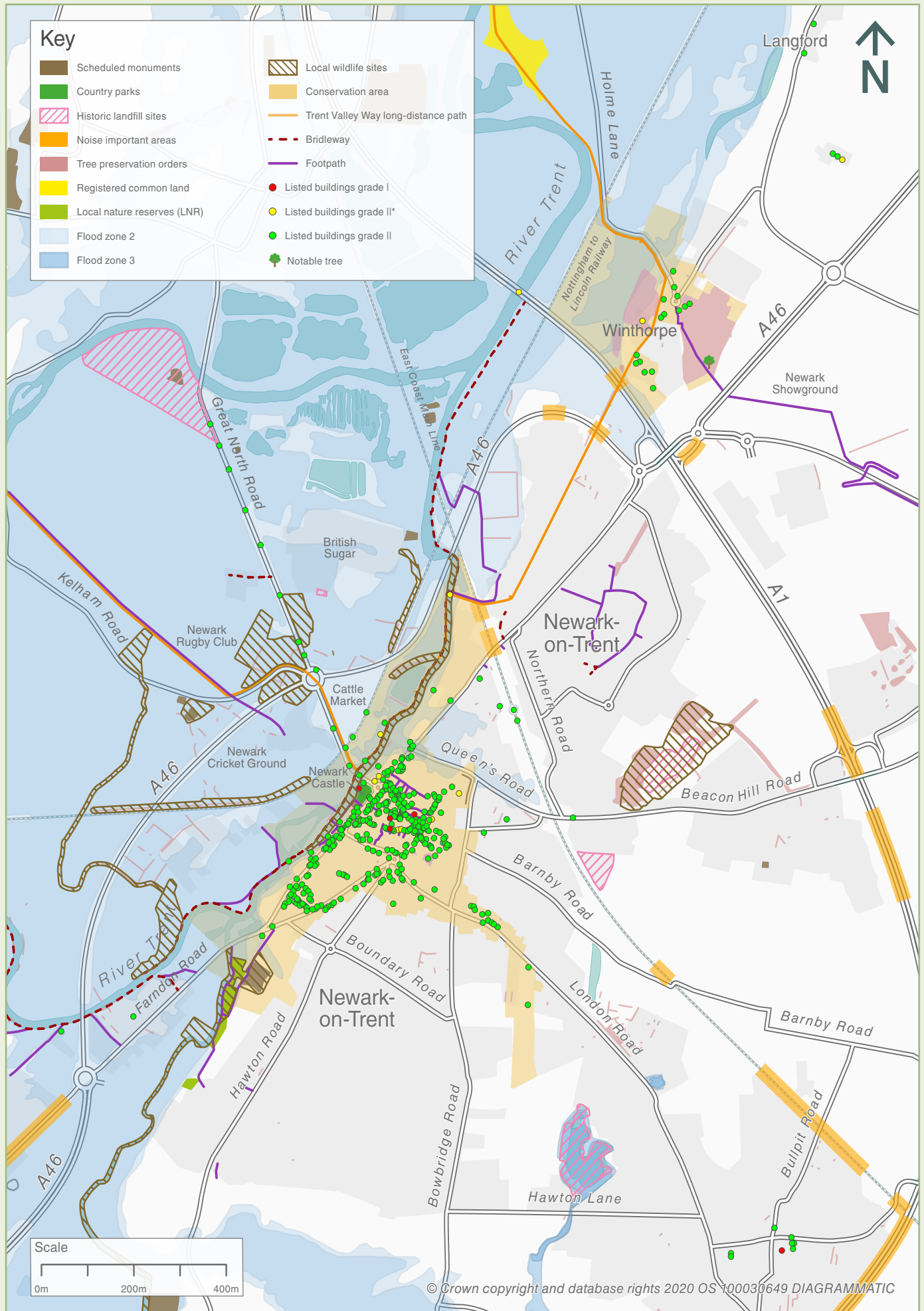
## The options

**The two options** outlined in this brochure have been shortlisted following a thorough option identification process. We started by considering alternative routes for the A46 and concluded that widening the existing road was the solution that performed best against the project objectives and could be delivered within the budget available. The two best performing options are described in detail on the following pages, and the options we have discounted are described later in this brochure. We've also produced a summary video about our options which is available to view on our scheme webpage.

For the two options we would widen the A46 to a dual carriageway to provide two lanes in each direction between the Farndon and Winthorpe Junctions. Both options would include a new link and a new bridge over the A1 to the north of the existing bridge. We will improve access to the A1 by removing A46 through-traffic from the Brownhills and Friendly Farmer roundabouts, allowing them to operate better.



# Environmental constraints map



# Map for Option 1



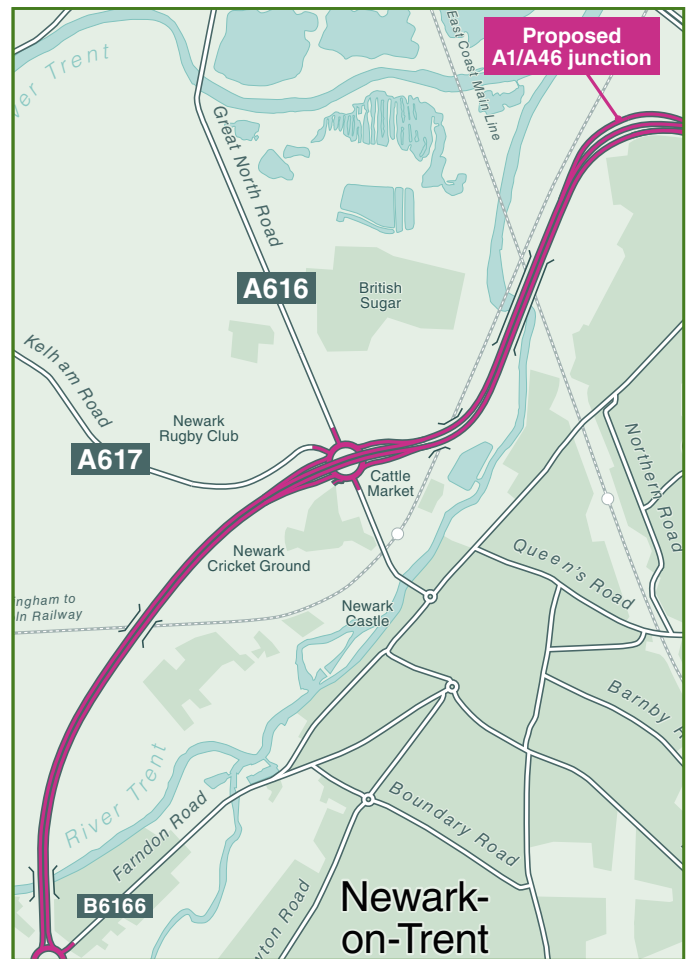


## Option 1 and Option 2 comparison for Cattle Market junction



### Option 1

As shown in the drawing above, in Option 1, traffic lights would be added to Cattle Market junction and the layout changed for the A46 to pass through the centre of the roundabout. This would prioritise A46 through-traffic and reduce delays at this junction. The A617 Kelham Road would be diverted to a new roundabout with the A616 Great North Road to the north of the junction, in order to reduce delays at Cattle Market junction. Between the new roundabout and Cattle Market junction, the Great North Road would be widened to provide two lanes in each direction. In this option, all roads and the junction would remain at ground level.

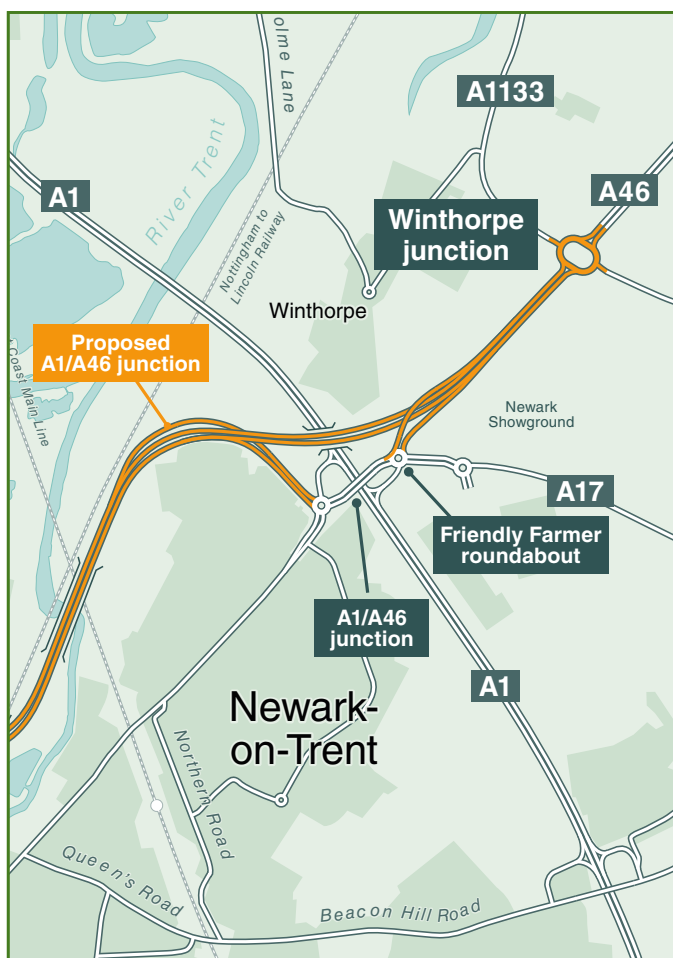


### Option 2

As shown in the drawing above, in Option 2 Cattle Market junction would be a flyover, with the A46 elevated to pass over the roundabout. In this option, Kelham Road and Great North Road would be retained as they are currently.

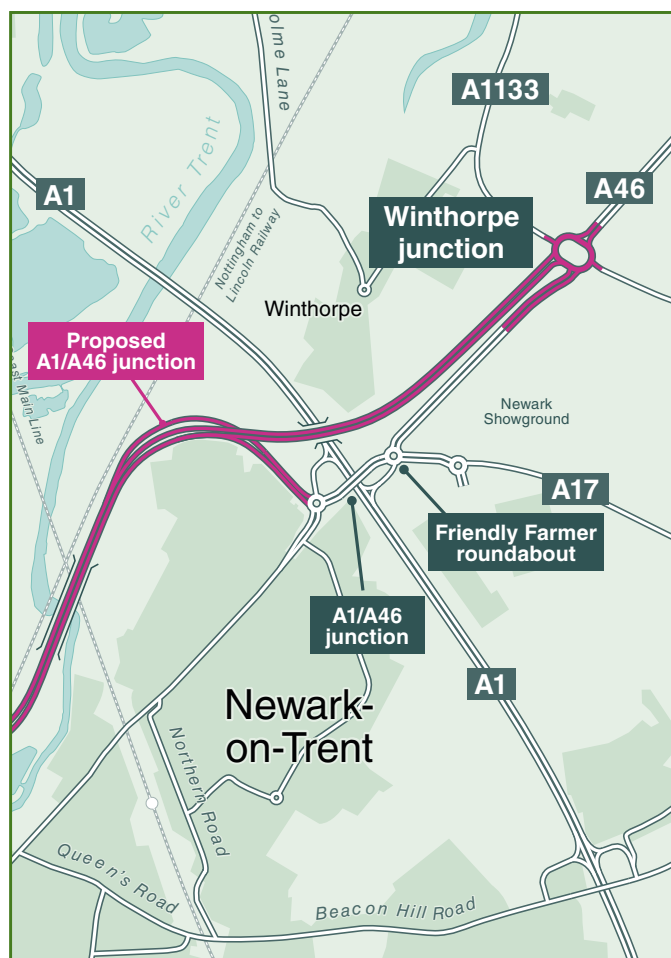
Option 2 would also add traffic lights to Farnon junction to improve flows on this roundabout during peak hours. The general layout of Farnon junction would not be changed.

## Option 1 and Option 2 comparison for Winthorpe junction



### Option 1

As shown in the drawing above, in Option 1 the new section of A46 would cross over the A1 to the south of Winthorpe and join back with the existing A46 to the west of Winthorpe junction. This junction would be enlarged, retaining the four-arms it currently has, with traffic lights added to improve traffic flow. A new flyover across the A46 would provide access from Friendly Farmer roundabout and the A1 to the A46 eastbound.



### Option 2

As shown in the drawing above, in Option 2 the new section of A46 would cross over the A1 and run slightly to the north of the existing road, joining back into Winthorpe junction. The junction would be enlarged to a five-arm roundabout, with traffic lights added to improve traffic flow. This option would move the A46 slightly closer to Winthorpe, but would remove the need for the flyover crossing over the A46 (as required in Option 1).

# Benefits and impacts of the proposed options

In assessing the benefits and impacts of the two proposed options, we look at a variety of features, including those listed below. As this consultation is taking place at an early stage in the overall project, this information is still being developed as we carry out detailed surveys and assessments. Environmental impacts are assessed based on national guidance.

## Journey times and traffic congestion

Our experts have built a traffic model, validated using observed traffic flows and journey times. This has allowed us to understand the current issues and predict how they will change in the future if we do not build the scheme.

We have used this model to test the impact of building the various options that we have developed.

As the scheme would increase capacity, our model predicts that both options would reduce congestion and improve the reliability of journeys. Journey times on the A46 between Farndon and Winthorpe would reduce by an average of one quarter across the day.

The two options propose a new flyover across the A1 which will significantly reduce the level of traffic and congestion experienced at the Brownhills and Friendly Farmer roundabouts.

<p><b>Option 1</b></p>	<p>The diversion of Kelham Road (A617) into a new roundabout with the Great North Road (A616) would increase the distance for journeys from Kelham Road to Cattle Market Junction.</p> <p>There would, however, be improved access onto Cattle Market Junction by reducing the number of arms of the roundabout and adding traffic lights.</p>
<p><b>Option 2</b></p>	<p>The journey time savings for Option 2 are greater than Option 1 for routes through Cattle Market Junction due to the proposed flyover removing the A46 through-traffic from the junction.</p> <p>Adding traffic lights to Farndon Junction will improve traffic flows on this roundabout during the peak periods.</p>

## Air quality

To understand the effect the two options will have on air quality, our experts have developed an air quality dispersion model to predict the impact of each option when it is open for traffic.

The model forecasts potential changes in air quality at key sensitive locations. We have used data from existing monitoring locations to build up a picture of air quality within the study area and to verify the model. This will be further refined as the scheme develops.

The work done so far suggests that there would not be any significant adverse effects on human health receptors once the scheme is open to traffic.

The two options have the potential to effect habitats within locally designated sites. Detailed surveys will be undertaken in the next stage of the scheme's development to assess the impact on biodiversity from the chosen option. We will publish more details about how we will manage air quality impacts during construction before we start work on the scheme.



## Noise

We have developed a three-dimensional noise model of the existing route, and both of the options, for when the scheme is open to traffic. This noise model was used to predict the difference in noise between the options, and the potential for a noise impact in the surrounding area.

The scheme study area includes Noise Important Areas, or noise 'hotspots' as recognised by Defra, the government Department for Environment, Food and Rural Affairs.

Without mitigation measures we predict increases in noise from the A46. These are as a result of changes to the layout and increases in traffic speed, due to a better flow of traffic on the road. We predict a decrease in noise from some of the roads in the centre of Newark as traffic would re-route back onto the A46 when the existing congestion is removed.

In the next stage of the scheme's development we will undertake further assessment and consider if mitigation measures are needed.

### Option 1

The predicted changes in noise for Option 1 and Option 2 are broadly similar. In the vicinity of Cattle Market roundabout, the noise impact is predicted to be greater for Option 1 due to the proposed changes to Kelham Road and the Great North Road, which would bring these roads closer to some properties.

### Option 2

The predicted changes in noise for Option 1 and Option 2 are broadly similar. In the vicinity of Winthorpe, the noise impact is predicted to be greater for Option 2 as the A46 would be closer to some properties.

## Cultural heritage

We have assessed the potential impacts on cultural heritage within the vicinity of the scheme, accounting for possible impacts on historic buildings, archaeological remains or landscape.

The two options would have some effect on the setting of the Grade II listed causeway arches and culverts 'Smeaton's Arches' associated with the Great North Road to the north of Cattle Market Junction.

The local prevalence of archaeological sites means there is a high likelihood of encountering as-yet unknown buried archaeological remains.



## Landscape

Using our landscape and visual field surveys, we have assessed how the landscape, views from homes, public rights of way, open space and viewpoints would be affected by the scheme and how these effects can be mitigated.

A number of residents on the north and north western edge of Newark-on-Trent, and in Winthorpe and Farndon villages, would experience an increase in visual impacts as a result of the scheme.

<p><b>Option 1</b></p>	<p>On the southern edge of Winthorpe, Option 1 would result in the loss of semi mature highway planting along the existing A46.</p> <p>Option 1 would be further from properties in Winthorpe, resulting in less adverse impact than Option 2 on the adjacent landscape and existing views from properties, with greater scope for mitigation.</p>
<p><b>Option 2</b></p>	<p>The visual impact would be greater for Option 2 for residents on the north edge of Newark due to the flyover junction at Cattle Market. On the southern edge of Winthorpe, Option 2 would result in the loss of mature trees that characterise the landscape.</p> <p>Option 2 would be closer to properties in Winthorpe and would have a greater adverse impact on views than Option 1, with less scope to provide mitigation.</p>

## Nature conservation

We have assessed the potential impacts to biodiversity within the vicinity of the scheme, taking into account designated wildlife sites, habitats and species.

The two options will affect locally designated sites and habitats and could affect protected species. Detailed surveys will be undertaken in the next stage of the scheme's development to assess the impact to biodiversity from the chosen option and to design the mitigation required.

<p><b>Option 1</b></p>	<p>Option 1 would have a greater impact to locally designated sites and habitats at Cattle Market Junction, through the land-take required for the diversion of Kelham Road.</p>
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## Road drainage and the water environment

We have assessed the potential impacts on the water environment within the vicinity of the scheme, which has included potential impacts on surface and groundwater quality, groundwater levels and flows and flood risk. We have also assessed compliance with the Water Framework Directive.

The two options involve construction within the floodplain and additional land would be required to compensate for the loss of this floodplain area.

Both options could have an impact on water quality (potentially surface and groundwater), however, there is potential to mitigate these impacts and options for this will be identified and included in the design for the scheme as it progresses.

<p><b>Option 1</b></p>	<p>Option 1 has slightly greater impacts due to the diversion of Kelham Road. These potential impacts can be mitigated but more mitigation would be required compared to Option 2.</p>
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## Contaminated land

The two options encroach on potentially contaminated land from the railway land, services, farms and the airfield which may be impacted by former pollution incidents and a sewage works.

## Climate

The construction of Option 1 and Option 2 would give rise to emissions from the production of materials to be used in construction, their transportation to site, and onsite through construction activities, for example from emissions from diesel-fuelled construction plant.

Once opened for traffic, the two options would result in an increase in greenhouse gas emissions generated by vehicles in use. Government policy is helping change the fleet mix to improve those emissions, such as no petrol/diesel cars sold after 2030. So, we would expect the impact to reduce over time in line with the UK's ambition to be Net Zero Carbon by 2030.

## Road safety

The two options would be expected to have a positive impact upon road safety by widening the existing road to a high-quality dual carriageway, improving the flow of traffic and reducing queuing at junctions.

### Option 2

We would expect that the addition of a flyover junction at Cattle Market, separating local traffic from through-traffic, would further reduce collisions for Option 2.

## Construction duration and impacts

We currently expect to start construction of the scheme in early 2025. The two options involve substantial engineering work at a very busy location and would take two to three years to build.

We are committed to delivering the scheme safely, minimising disruption to road users and residents. We will publish our construction strategy with more details before we start work on the scheme.

## Pedestrians, cyclists and horse riders

We have assessed the existing routes for pedestrian, cyclists and horse riders both during daytime and night-time and have undertaken counts to understand their usage.

The two options would divert the existing uncontrolled crossing of the A46 to the west of Cattle Market Junction to provide a safer route to cross. As the scheme is developed further, we'll ensure the needs of pedestrians, cyclists and horse riders are considered.

### Option 2

Cyclists using the road at Cattle Market, and those using the shared use path across the junction would benefit from the removal of A46 through-traffic from the roundabout in Option 2

## Land take

The two options widen the existing road, which will minimise the amount of new land required for this scheme. However, we'll need to acquire some land, and this will affect some properties and businesses.

Through this consultation we want to hear from everyone who could be affected, to better understand these impacts, before deciding on a preferred option.

At Cattle Market, the two options would need to acquire land from two businesses immediately south of this junction.

At Farndon roundabout, both options are the same, with a small amount of land needed to the north of this junction.

As the scheme would be built on floodplain, additional land would also be required to compensate the loss of this floodplain area.

Potential locations for these are being investigated and we'd like to start talking to landowners to help identify these. Once identified, we'll include these in our next stage of consultation for this scheme.

<p><b>Option 1</b></p>	<p>Option 1 would require approximately 31 hectares of land outside of the existing highway boundary that includes a range of soils for arable and grassland use.</p> <p>At Cattle Market, Option 1 would impact more landowners than Option 2 due to the land needed to divert Kelham Road into Great North Road.</p> <p>At Winthorpe, Option 1 would require less land than Option 2, but we'd need to acquire two businesses situated on the A46 eastbound carriageway, between Friendly Farmer and Winthorpe roundabouts.</p>
<p><b>Option 2</b></p>	<p>Option 2 would require approximately 32 hectares of land outside of the existing highway boundary that includes a range of soils for arable and grassland use.</p> <p>Option 2 would require less land at Cattle Market than Option 1, as Kelham Road and Great North Road would remain as they are.</p> <p>At Winthorpe, Option 2 requires more land than Option 1, it avoids the acquisition of two businesses but could impact upon two residential properties on Hargon Lane.</p>



## Discounted options

In developing this scheme, we considered several different options before shortlisting these down to the two presented in this brochure. The table below summarises options that we considered, but discounted.

Rejected option	Reasons for rejection
<b>No scheme</b>	Without the improvement scheme, there would be significant delays and increasingly unreliable journeys in the future. This is likely to result in 'rat-running' through Newark and other less suitable routes.
<b>Junction improvements only, with no widening of A46</b>	Traffic modelling indicated that without widening the existing single carriageway to a dual carriageway there would still be delays at all junctions and on the A46 mainline. This option would not provide the journey time savings or safety benefits that are objectives of the scheme and would not meet the strategic aims for the A46 corridor.
<b>Option with all grade separated junctions between Farndon and Winthorpe</b>	<p>Whilst investigating options to include widening of the existing A46, we developed an option to create flyover junctions at Farndon, Cattle Market, the A1/A46 and Winthorpe. This option was significantly more expensive than Option 1 or Option 2 due to the additional construction but didn't provide enough additional benefits to justify the increased cost.</p> <p>This option also had greater environmental impacts of:</p> <ul style="list-style-type: none"> <li>▪ Increased construction within the floodplain which would require compensating.</li> <li>▪ Significant impacts within an area of known archaeology of international significance at Farndon.</li> <li>▪ Increased visual impacts associated with the additional grade separated junctions.</li> <li>▪ Greater number of properties would experience increases in noise.</li> </ul>
<b>Route to the north of Winthorpe</b>	<p>We developed a route to divert the A46 to the north of Winthorpe in order to remove the constraints of fitting the A46 link in between Newark-on-Trent and Winthorpe.</p> <p>This option would require more land take and new construction, but would not provide any additional savings in journey time due to it being a longer. This route was less preferable for cultural heritage, noise, landscape and visual receptors.</p>
<b>Route to the south of Newark-on-Trent</b>	<p>A longer route, crossing the A1 south of Fernwood and re-joining the existing A46 near Brough, and a shorter route joining the A1 South of Fernwood, were considered.</p> <p>It would not be possible to use or widen the partially constructed Newark Southern Link road as the road layout and frequent junctions required for access to the various developments would not be suitable for strategic through-traffic. As this route would be longer it would not improve journey times. The existing A46 to the north of Newark-on-Trent would remain a shorter route for many journeys and, as this would not be improved, it would remain congested.</p>
<b>Route further north of Newark-on-Trent</b>	<p>A longer route, crossing the A1 near North Muskham and re-joining the existing A46 near Brough, and a shorter route joining the A1 near North Muskham, were considered in order to minimise the impact on the flood zone. As this route would be longer it would not improve journey times. The existing A46 to the north of Newark-on-Trent would remain a shorter route for many journeys and, as this would not be improved, it would remain congested.</p>

## Next steps

Once the consultation has closed on **Tuesday 2 February**, we will;

- Make sure potential impacts on the community and environment have been fully considered
- Refine the option designs, incorporating the comments received where possible and complete our assessment work
- Analyse all responses and consider feedback and compile them into a consultation report

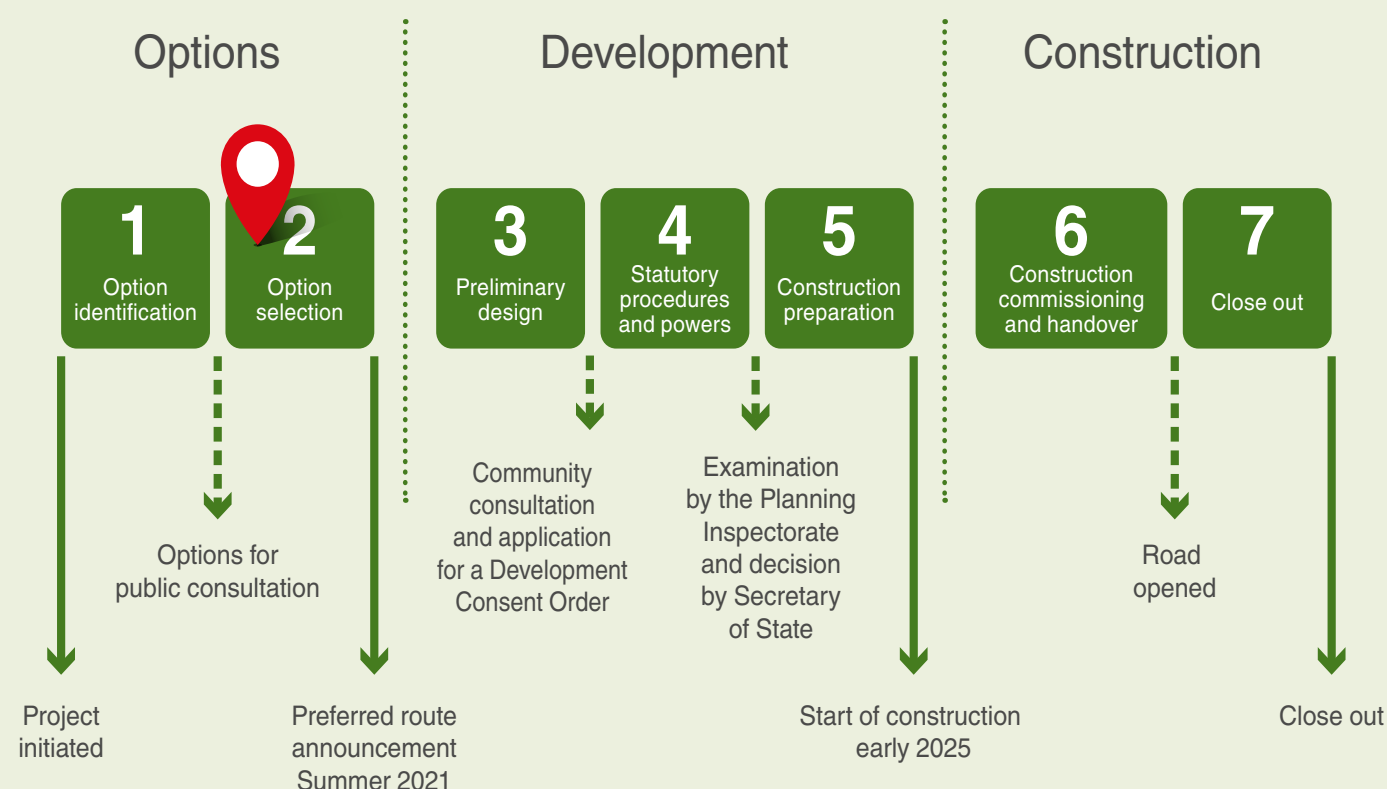
We will announce the preferred route option for the scheme in **summer 2021**.

Our preferred route will be taken through to the next stage of design development. This is when we'll develop more detail on the highway structures and overall design. It is also when the next stages of environmental assessments are completed, and we look at steps we can take to reduce any environmental impacts. During this stage, we will also hold another public consultation, giving you the opportunity to comment on more developed proposals.

For the two proposed options, it is likely that we will be required to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate. The process for this is explained in the table below.

As you may know, a DCO is a special type of planning application which is needed for a Nationally Significant Infrastructure Project (NSIP). Further information on the DCO process can be found on the Planning Inspectorate's website: [infrastructure.planninginspectorate.gov.uk/application-process/the-process](https://infrastructure.planninginspectorate.gov.uk/application-process/the-process).

It will be possible to participate in the Planning Inspectorate's examination of our application, when our final proposal will be considered in detail.



For more information please visit our website: [highwaysengland.co.uk/a46-newark-bypass](https://highwaysengland.co.uk/a46-newark-bypass)

You can also sign up for email alerts whenever the webpage is updated.

If you have any queries about this scheme please contact us by calling the Customer Contact Centre on **0300 123 5000** and requesting a call back from a member of the project team or emailing [a46newarkbypass@highwaysengland.co.uk](mailto:a46newarkbypass@highwaysengland.co.uk)





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

Highways England Company Limited registered in England and Wales number 09346363



## **A.2. - Preferred Route Announcement Brochure**

A46

**Newark Bypass**

Preferred route announcement



February 2022

# Introduction



## Investing in your roads

At National Highways 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 £27.4 billion of investment on our strategic road network (SRN) over the road period 2020-2025, the largest investment in a generation.

The A46 Newark Bypass is a critical part of this investment, reducing congestion in the area by making improvements to the route that connects the M1 and Leicester to the A1 and central Lincolnshire, which is great news for the local and regional economy.



This leaflet explains the preferred route for the scheme, how we have carried out public consultation, assessed the options and what will happen next.

## Why the scheme is needed

In March 2020, the government's second Road Investment Strategy included a commitment for National Highways to improve the A46 'TransMidlands Trade Corridor' between the M5 and the Humber Ports, to create a continuous dual carriageway from Lincoln to Warwick.

The A46 is a nationally significant trade and export route, with ports at either end and East Midlands and Birmingham airports close by. The upgraded dual carriageway section, which opened in 2012, stopped three miles short of the A1, leaving a section of single carriageway around Newark.

Congestion on this single carriageway section of the A46 means that journeys are unreliable and take longer than they should. This will only get worse as more people are expected to use the road in the future.

From January 2015 to December 2019, accidents on this section of the A46 resulted in 208 casualties. Accidents lead to closures, congestion and delays and have a direct impact on those involved. At National Highways safety is our top priority. We believe no one should be harmed when travelling or working on our roads and have committed to improving safety, reducing the number of people killed or seriously injured on our roads by at least 50%.

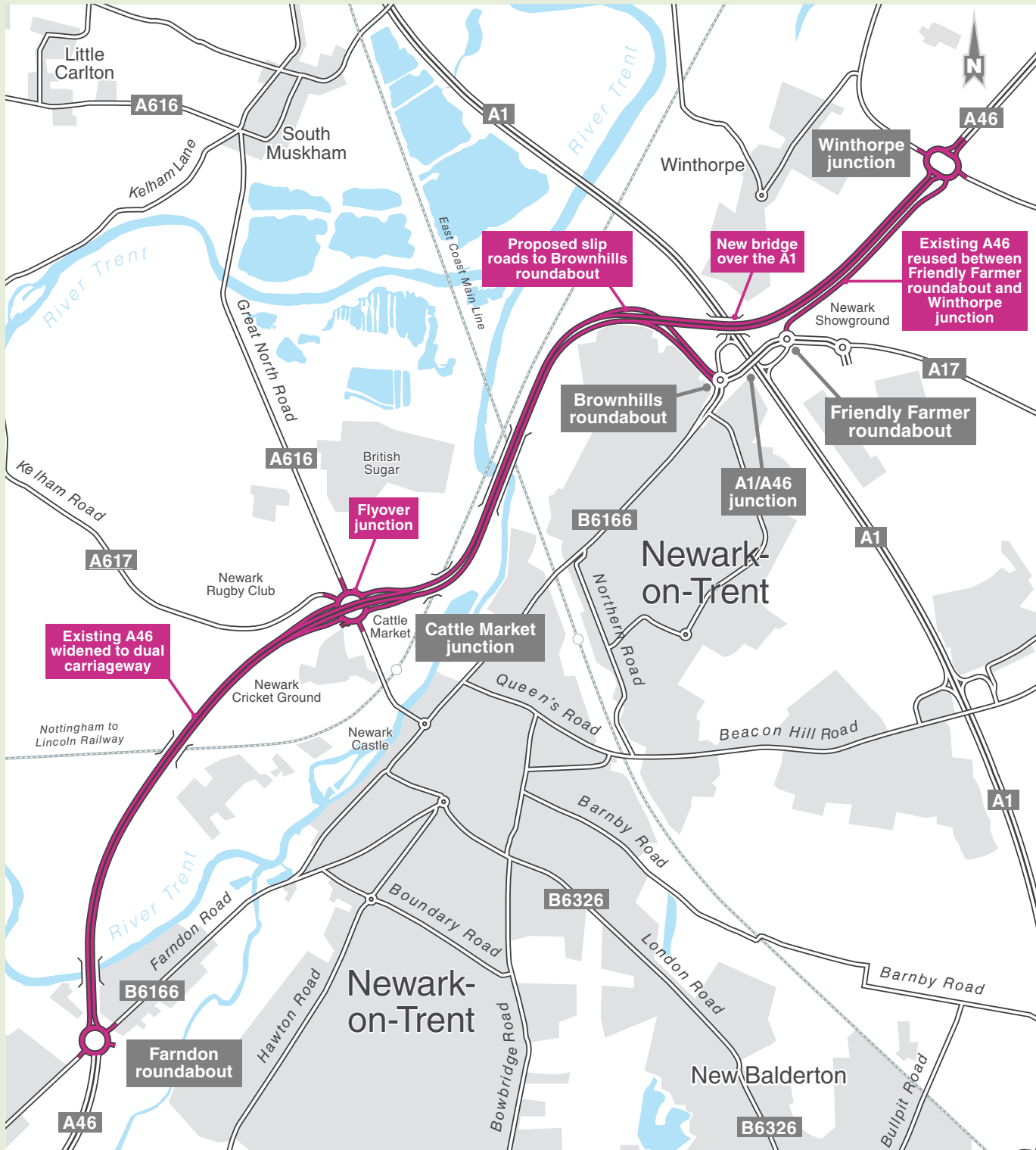
### THE OBJECTIVES OF THE SCHEME ARE TO:

- Make journeys safer for travellers along the A46 and the SRN
- Remove the bottleneck at Newark-on-Trent, so road users will have quicker and more reliable journeys
- Support economic growth
- Maintain, and where possible improve, facilities for pedestrians, cyclists and horseriders
- Deliver a scheme that minimises environmental impact and seeks to protect and enhance the local environment
- Ensure that road users and nearby communities are fully considered through the design and delivery stages

We held a public consultation from 9th December 2020 until 2nd February 2021 to seek views on two proposals, Options 1 and 2, which can be found on our website. Over 1,500 people responded and this feedback has helped us to understand local views and shape our proposals. We published a report in May 2021 summarising the feedback from the consultation, a copy of this is available on our website and can be requested via our contact details.

After carefully considering all the feedback, we've modified our proposals to take account of the feedback. We're now announcing a preferred route, which we'll progress into the next stage of development. The preferred route is a modified version of Option 2, 'Option 2 Modified'. The rest of this brochure explains the reasons for this selection. A detailed technical summary 'Staged Overview of Assessment Report' is available on our website.

## THE PREFERRED ROUTE: We have chosen Option 2 Modified as our preferred route



## THE REASONS FOR OPTION 2 MODIFIED

Responses to the options consultation on Option 1 and Option 2 revealed greater overall support for Option 2, largely due to the proposed layout at Cattle Market junction.

Creating a flyover for the A46 to pass over Cattle Market junction and adding traffic lights at Farndon roundabout means Option 2 Modified provides additional capacity on the A46 and the greatest travel time savings. This means that this option also delivers better value for money.

Separating A46 through-traffic from the local traffic network will also improve the safety of road users, pedestrians, cyclists and horse riders.

Overall, Option 2 and Option 2 Modified are environmentally better than Option 1. Option 2 Modified would reduce the overall environmental impact of the scheme compared to Option 2 by:

.....  
**Reducing the view of the scheme from the Winthorpe area**  
 .....

**Reducing noise and vibration impacts for local residents by moving the road further away, whilst keeping it close to ground level**  
 .....

**Minimising the impact on Winthorpe Conservation Area**  
 .....

**Reducing the impact on biodiversity by minimising the overall area covered by the scheme**

Whilst there are no easy answers to the challenges of improving the A46 around Newark, the results of our assessment work and responses to our consultation have identified Option 2 Modified as the best solution.

The preferred route will feature:

- Widening the A46 to a dual carriageway to provide two lanes in each direction between the Farndon and Winthorpe junctions
- A new bridge over the A1 to the north of the existing bridge
- A flyover junction at Cattle Market with the A46 elevated to pass over the roundabout
- Adding traffic lights to Farndon junction to improve traffic flows during peak hours
- Enlarging Winthorpe junction to a five-arm roundabout with traffic lights to connect the new A46 link

While key features of the scheme remain the same as Option 2, following your feedback and additional assessments, we have modified the route to be further away from Winthorpe, and partially back on to the existing A46, between Friendly Farmer roundabout and Winthorpe junction.

## The public consultation that informed this decision

We consulted on two options for the A46 Newark Bypass from 9 December 2020 to 2 February 2021. Both options would widen the A46 to a dual carriageway, providing two lanes in each direction between the Farndon and Winthorpe junctions. Both options would include a new link and a new bridge over the A1 to the north of the existing bridge. The key differences between the options presented were:

- Option 1 would change the layout of Cattle Market junction to add traffic lights and allow the A46 to pass through the centre of the roundabout, whereas Option 2 would include a flyover at this junction with the A46 elevated to pass over the roundabout.
- Option 1 would cross over the A1 to the south of Winthorpe and re-join the existing A46 to the west of Winthorpe junction, with a flyover across the A46 to provide access from the Friendly Farmer roundabout and the A1 to the A46 eastbound. In Option 2, the new section of A46 would cross over the A1 and run slightly to the north of the existing road, rejoining at an enlarged Winthorpe junction.



## Feedback we received from the public consultation:

- 82% of respondents\* agreed that improvements to the A46 Newark Bypass were needed.
- Respondents\* were dissatisfied or strongly dissatisfied with the following elements of the current A46 Newark Bypass:
  - Congestion (85% of respondents)
  - Road layout (67% of respondents)
  - Journey time (62% of respondents)
- There was a clear preference for Option 2 for delivering improvements to the A46 Newark Bypass. Nearly two-thirds of respondents (65%) supported Option 2, whereas 23% of respondents supported Option 1.
- Respondents favoured the Cattle Market junction design in Option 2 and its ability to reduce congestion and improve traffic flow.
- Responses on the proposed layouts between the A1 and Winthorpe junction were mixed, with Option 2 preferred by 39% of respondents, 34% preferring Option 1 and 24% preferring neither option.

You can find more information about our consultation in the Report on Public Consultation which is available on our project website at [nationalhighways.co.uk/a46-newark-bypass](https://nationalhighways.co.uk/a46-newark-bypass).

---

\* Respondents who completed the consultation response form.

## Coronavirus mitigation



Due to the coronavirus pandemic we were unable to hold traditional consultation exhibitions. To make sure as many people as possible had the opportunity to consider the options, ask questions and ultimately make an informed response to the public consultation we:

- Posted consultation brochures and response forms to 8260 addresses closest to the scheme with a further 9419 postcards with details about the consultation posted to local addresses
- Provided a call back service to allow people to speak to a member of the project team at a mutually convenient time, either by telephone or as an online meeting
- Used social media, news outlets and an advertising van to increase publicity of the consultation
- Increased the consultation period to eight weeks, from the standard six weeks

We received 1584 responses to the consultation. These included responses from local authorities, affected landowners, businesses and local communities. Responses were received both from people living locally to the A46 and those living further afield.

No matter how you chose to give us your feedback, we have read and considered every response you gave us. Where comments relate to matters that have yet to be decided, such as environmental mitigation or detailed junction layouts, they will be carefully considered as we continue the scheme's development.



## What you told us

### Newark flat rail crossing



Respondents highlighted the need for the scheme to consider Network Rail's aspirations to separate the levels of the existing flat crossing between the Nottingham to Lincoln line and the East Coast mainline at Newark-on-Trent.

### Environmental impacts at Winthorpe Village



Some respondents were concerned about the negative environmental impacts on the village and the conservation area of Winthorpe.

There was support for exploring alternatives in the vicinity of Winthorpe in order to minimise the impact, and alternatives were submitted by the 'Think Again' action group and Winthorpe with Langford Parish Council.

## Our response:

We have worked with Network Rail and the Department for Transport to identify and understand any conflicts between the A46 Newark Bypass scheme and potential rail schemes, and to discuss opportunities for working together.

As a result, we identified a location immediately to the east of the sewage works underpass where the schemes would be very close together. We have changed the layout of the eastbound off-slip to Brownhills roundabout to increase the space between the railway and the road so that a future rail scheme would not be prevented by our scheme. We will continue to work together as the design of both schemes is developed.

We have listened to these concerns and, in response to this, have developed and modelled Option 2 Modified. This would move the route of the new A1 crossing approximately 75m further from Winthorpe than Option 2.

Option 2 Modified would narrow the 'old A46' between Friendly Farmer and Winthorpe roundabouts to a single carriageway, using the existing westbound carriageway. The existing eastbound carriageway would be used for part of the new A46 link.

We helped Winthorpe with Langford Parish Council develop their alternative option. This would move the new A46 link to the south of the existing A46, into the Showground, which unfortunately concluded as having increased environmental impacts. This was therefore not selected as the preferred option.

The alternative route proposed by the 'Think Again' action group is very similar in layout to Option 2 Modified, but with the new A46 link crossing the A1 further south and the link from Friendly Farmer to Winthorpe junctions to the south of the existing A46. As we develop the detail of the scheme further, we will optimise the location of the roads within the existing constraints.

## What you told us

### Environmental impact for local residents



Concerns were raised by local residents that the scheme would have negative environmental impacts including noise, vibration, visual impact and light pollution.

### Congestion at roundabouts



Some respondents raised concerns about the use of traffic lights at roundabouts and the congestion that this would cause. Some highlighted existing issues of traffic queuing back from the level crossing on the Great North Road to the south of Cattle Market junction.

## Our response:

The proposed design would widen the A46 away from Newark in order to retain as much of the existing vegetation as practical to lessen the potential impact on views from Newark.

It is our policy to install low noise road surfacing where practical in noise sensitive areas. As a result of your feedback we have also identified other potential noise mitigation options, such as noise fencing or landscaping that could benefit properties close to the scheme and should be considered for inclusion.

In the next stage of the scheme's development we will carry out assessments to consider what environmental mitigation measures may be needed. We will hold another consultation which will include more detail about the scheme design and environmental mitigation.

Traffic lights will only be used where they are expected to improve the operation of a junction; they may also only be used during peak hours or on some arms of a junction, if assessments show it would improve traffic flows.

We have used the forecast traffic flows to model all the junction designs to ensure we understand their operation. These will be developed further and used to design the detailed layout of the junctions as we progress the scheme.

We have also included the level crossing in our traffic model so that we can understand how it affects local traffic. As we develop the details of the scheme, we will work with Network Rail and train operators to look for opportunities to improve the existing situation.

## What you told us

### The A1/A46 junction



Some respondents told us that the A1 junction needs to be improved as part of this scheme.

### A hybrid of Option 1 and Option 2



Some respondents asked for a combination of Option 1 and Option 2; with Option 2 at the western end to provide grade separation at Cattle Market junction and Option 1 at the eastern end.

## Our response:

We have modelled the forecast traffic movements at these junctions in order to understand how the scheme would impact their operation. This modelling will be refined as the scheme is developed and used to design potential modifications to the existing roundabouts in order to improve their operation, such as changes to signing and road markings. Early traffic modelling indicates this approach will reduce traffic using the A1/A46 junction by around half, enabling the junction to operate within its capacity.

A hybrid option was developed in response to your feedback. We modelled and assessed this option so that it could be considered fully at the option selection stage. This hybrid option provided similar travel time savings and additional capacity on the A46 to Option 2, but, due to the raised flyover link from Friendly Farmer roundabout, had a greater environmental impact than Option 2 Modified. For these reasons, it was not selected as our preferred option.

## Next steps

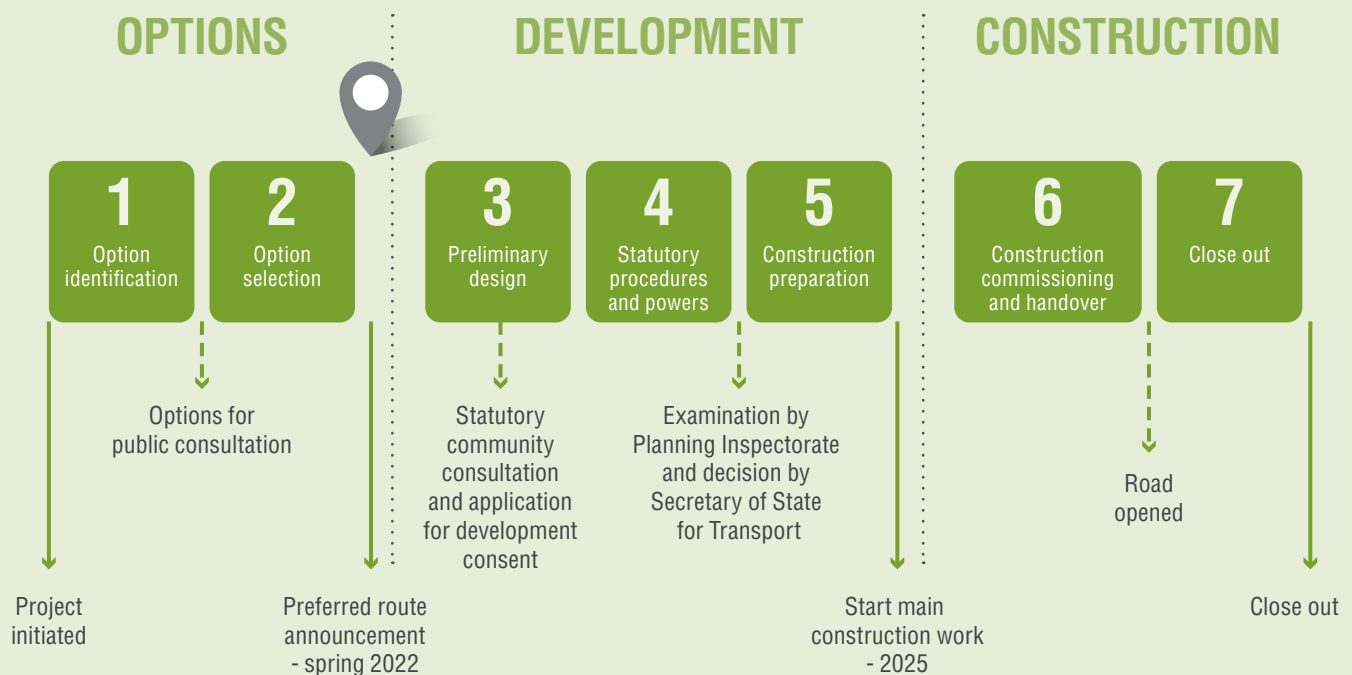
We are currently at the end of Stage 2 – option selection, as indicated in the diagram below.

We are committed to engaging with local communities and road users during the development and construction of this project. During the next stage of the scheme, we'll carry out further surveys and assessments to allow us to develop the design of the preferred option further.

As part of this process, we will hold a further consultation to get your feedback on a more detailed design of the scheme before we continue the scheme's development.

## Application for Development Consent Order

As we move forward, it is likely that we will be required to make an application for a Development Consent Order (DCO) to get consent to construct this scheme. The DCO 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 whether or not the scheme will go ahead. More information about the DCO process can be found on the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/>



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



## More information

For more information about the scheme, please visit our website, where you can also sign up to receive regular updates:

**[nationalhighways.co.uk/a46-newark-bypass](https://nationalhighways.co.uk/a46-newark-bypass)**

The following documents are also available to read and download via a link on the project website:

- Report on Public Consultation
- Staged Overview of Assessment Report
- Development Consent Order Leaflet
- Detailed maps of the preferred route

If you require a copy of any of the documents or would like to talk with a member of our team, you can get in touch with us using the details below.

In writing:

**A46 Newark Bypass Team**, National Highways  
2 Colmore Square, 38 Colmore Circus  
Birmingham, B4 6BN

By email:

**[A46newarkbypass@nationalhighways.co.uk](mailto:A46newarkbypass@nationalhighways.co.uk)**

By telephone (24 hours):

**0300 123 5000** – our Customer Contact Centre will pass on a message to the project team

Website:

**[nationalhighways.co.uk/a46-newark-bypass](https://nationalhighways.co.uk/a46-newark-bypass)**

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If you have any enquiries about this publication email **[info@nationalhighways.co.uk](mailto:info@nationalhighways.co.uk)** or call **0300 123 5000**\*. Please quote the National Highways publications code **PR102/21**.

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\*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.

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

## **A.3. – Options Consultation – Public Consultation Report**



# A46 Newark Bypass

## Report on Public Consultation

April 2021

Prepared Accent, Chiswick Gate, 598-608 Chiswick High Road, London, W4 5RT

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# Executive Summary

This report presents the findings of a public consultation on proposals to improve the A46 Newark Bypass. The consultation ran from 9 December 2020 to 2 February 2021. The consultation received 1,584 responses from individuals, stakeholders<sup>1</sup>, and local landowners. Responses were received from a range of people including those living locally to the A46 and those living further afield<sup>2</sup>.

The A46 Newark Bypass is part of the strategic A46 route connecting the M1 and Leicester to the A1 and central Lincolnshire. Improving the A46 between Farndon and Winthorpe aims to support economic growth, improve journey times, make journeys safer, help cyclists and pedestrians and protect and enhance the local environment. To achieve the scheme objectives, Highways England produced various design solutions and shortlisted these down to two options: Option 1 and Option 2.

The public consultation sought opinions on more than just which option was preferred and why. Public consultation materials provided information on the options and included a response form, which included both 'closed' questions with fixed responses and 'open' questions inviting comments.

## Key finding

1,258 (82%) of the 1,539 respondents that used the response form agreed that improvements to the A46 Newark Bypass were needed and there was a clear preference for Option 2 as a means of achieving this: with 993 (65%) supporting Option 2 (43% strongly in favour), compared to 354 (23%) supporting Option 1 (with 8% strongly in favour).

## Summary of main findings

More respondents to the response form were dissatisfied than satisfied with all seven elements of the current A46 Newark Bypass, particularly congestion (1,302 (85%) very dissatisfied or dissatisfied), road layout (1,029 (67%) very dissatisfied or dissatisfied) and journey time (950 (62%) very dissatisfied or dissatisfied).

The comments received in the open questions reinforced these findings.

A large majority of respondents to the response form agreed that improvements to the A46 Newark Bypass were needed: 1,258 (82%) strongly agreed or agreed and 186 (12%) disagreed or strongly disagreed.

The two options were introduced in the response form and for each, respondents were asked whether they supported or opposed it.

The majority of comments received to the open questions about Option 1 were negative. The main negative responses related to it not improving congestion/increasing traffic flow (334 responses), not being in favour of the

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<sup>1</sup> Stakeholders include local authorities, businesses, community groups and statutory bodies

<sup>2</sup> See Section 3.2

Cattle Market junction design (305 responses), issues caused by traffic lights (233 responses), it being an inadequate solution/design with amendments/improvements required (216 responses), negative impact on local residents (181 responses), issues caused by roundabouts remaining (160 responses), it needs further grade separation (146 responses) and it increasing noise pollution (137 responses).

The main positive comments about Option 2 were being in favour of Cattle Market junction design (291 responses), it reducing congestion/improving traffic flow (284 responses), it incorporating grade separation/flyover (268 responses) and it being the best or better option (193 responses). The main negative comments about Option 2 were it being a negative impact on local residents (201 responses), it being an inadequate solution/design with amendments/improvements required (172 responses) it increasing noise pollution (147 responses) and issues caused by roundabouts/junctions remaining (145 responses).

After the specific questions on the two options respondents were asked about different layouts for Cattle Market junction and the link between the A1 and Winthorpe junction.

For Cattle Market junction, Option 2 (a flyover with the A46 elevated to pass over the roundabout) was strongly preferred with 1,220 (79%) respondents to the response form choosing that compared to 131 (9%) for Option 1 (a roundabout with traffic lights with the A46 passing through the middle and the A616 diverted into the A617).

For the link between the A1 and Winthorpe junction, there was a slight preference for Option 2 (the A46 is slightly closer to Winthorpe, closer to ground level) with 593 (39%) respondents to the response form choosing that compared to 521 (34%) for Option 1 (the A46 is slightly further from Winthorpe, with a flyover above the A46). For 363 (24%) neither option was selected.

Respondents to the response form were asked to say what was important to them and whether they had any concerns about particular issues in relation to the scheme. The most widely cited were noise pollution (271 responses), a negative impact on local residents (262 responses) and that the options were inadequate with amendments required (213 responses).

Feedback from respondents to the response form was generally very positive on the consultation process itself. The majority of respondents who expressed an opinion found the web page useful and engaging: 868 (56%) were positive about it and 186 (12%) were negative. Over a quarter (430 responses, 28%) answered 'I have not seen it or prefer not to say' and 55 (4%) did not answer the question.

The most common way of hearing about the consultation was through a brochure received in the post (743 respondents to the response form, 48%). The next most frequently cited sources were social media (589 respondents, 38%) and printed media (397 respondents, 26%).

The most commonly used communication channels for finding out more about the proposed scheme were the scheme webpage (810 respondents to the

response form, 53%), through the local press (361 respondents, 23%) and by social media (353 respondents, 23%).

# 1 Introduction

## 1.1 Scheme Background

In March 2020, the Government's second Road Investment Strategy included a commitment for Highways England to improve the A46 'Trans-Midlands Trade Corridor' between the M5 and the Humber Ports, to create a continuous dual carriageway from Lincoln to Warwick. The A46 Newark Bypass (Farndon to Winthorpe) is part of the strategic A46 route connecting the M1 and Leicester to the A1 and central Lincolnshire. The A46 in the Newark area also acts as a key link within the Newark highway network.

Improving the A46 between Farndon and Winthorpe will aim to:

- Support economic growth
- Improve journey times
- Make journeys safer
- Help cyclists and pedestrians
- Protect and enhance the local environment.

## 1.2 Options

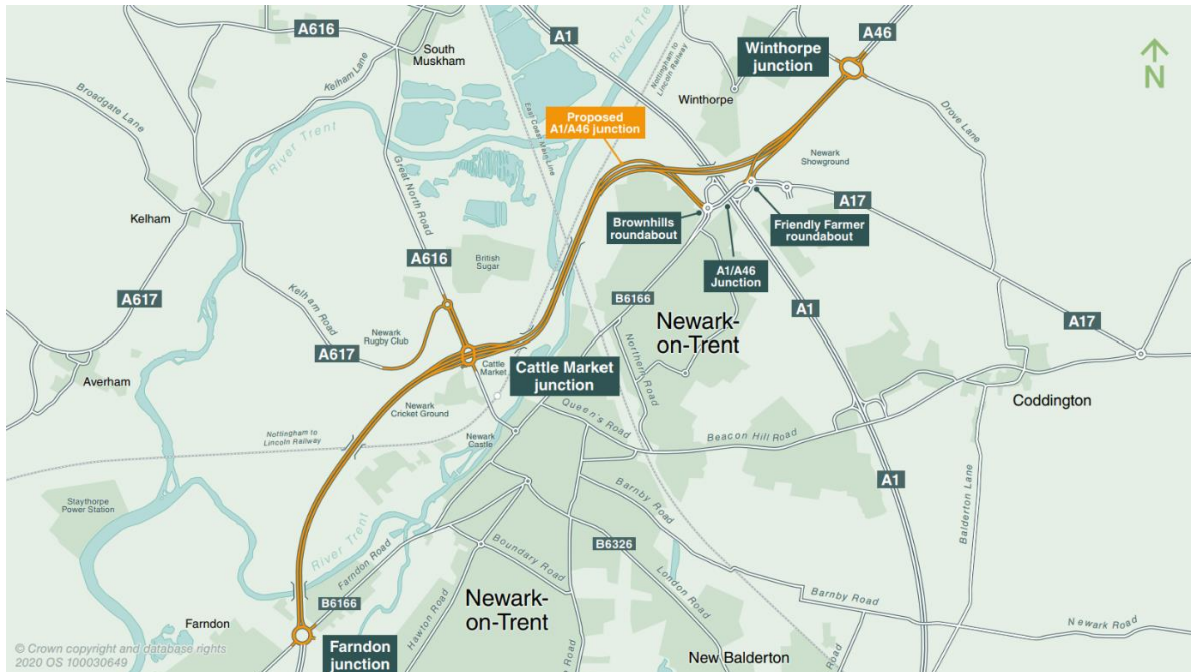
In order to achieve the scheme objectives, Highways England's design team produced various design solutions, with each design going through a thorough series of assessments, which included the amount of benefit each provides, how they impact upon safety and the environment and how expensive each one is to build.

Highways England shortlisted this down to two options which could effectively deliver the objectives of the scheme: Option 1 and Option 2.

For the two options, the A46 would be widened to a dual carriageway to provide two lanes in each direction between the Farndon and Winthorpe junctions. Both options would include a new link and a new bridge over the A1 to the north of the existing bridge. The differences between the two shortlisted options are described in more detail on the following pages.

# Option 1

Figure 1: Option 1



## Cattle Market junction

In Option 1, traffic lights would be added to Cattle Market junction and the layout changed for the A46 to pass through the centre of the roundabout. This would prioritise A46 through-traffic and reduce delays at this junction.

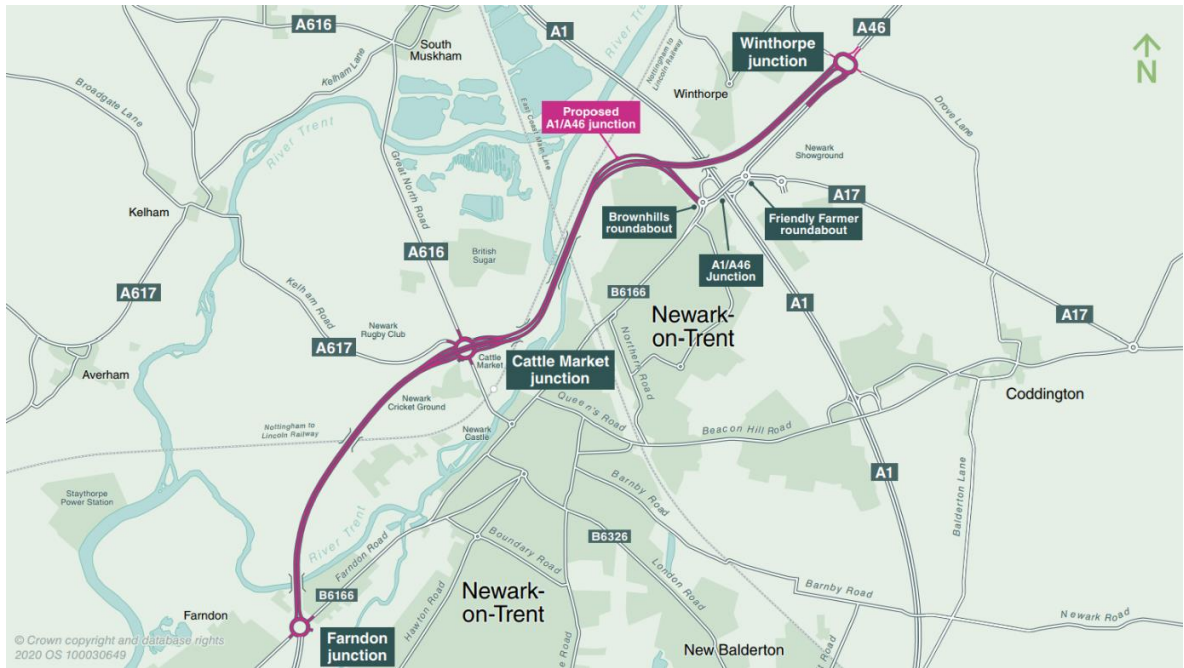
The A617 Kelham Road would be diverted to a new roundabout with the A616 Great North Road to the north of the junction, to reduce delays at Cattle Market junction. Between the new roundabout and Cattle Market junction, the Great North Road would be widened to provide two lanes in each direction. In this option, all roads and the junction would remain at similar levels to the existing roads.

## Winthorpe junction

The new section of A46 would cross over the A1 to the south of Winthorpe and join back with the existing A46 to the west of Winthorpe junction. This junction would be enlarged, retaining the four-arms it currently has, with traffic lights also added to improve traffic flow. A new flyover across the A46 would provide access from Friendly Farmer roundabout and the A1 to the A46 eastbound.

## Option 2

Figure 2: Option 2



### Farndon junction

Option 2 would add traffic lights to Farndon junction to improve flows on this roundabout during peak hours. The general layout of Farndon junction would not be changed.

### Cattle Market junction

In Option 2, Cattle Market junction would be a flyover, with the A46 elevated to pass over the roundabout. In this option, Kelham Road and Great North Road would be retained as they are currently.

### Winthorpe junction

In Option 2, the new section of A46 would cross over the A1 and run slightly to the north of the existing road, joining back into Winthorpe junction. The junction would be enlarged to a five-arm roundabout, with traffic lights added to improve traffic flow. This option would move the A46 slightly closer to Winthorpe but would remove the need for the flyover crossing over the A46 (as required in Option 1).

## 1.3 Engagement

### Stakeholder engagement

As well as developing design solutions which address the issues that face the A46 Newark Bypass, Highways England has considered people and groups who would be affected by the scheme, both during construction and when it is open for traffic.

This stakeholder mapping process has been informed by engagement with the local authorities including Newark and Sherwood District Council and Nottinghamshire County Council. Input from these organisations has helped Highways England to engage with community groups in the area surrounding the scheme, as well as providing them with useful contact information to use when the consultation period began. In addition, Highways England has engaged with Network Rail, Parish Councils, Midlands Connect and statutory stakeholders such as the Environment Agency.

## Landowner engagement

Engagement with landowners, tenants and occupiers who may be impacted by the options put forward for consultation, was a high priority for the project team. Letters were sent on 25 November 2020 to landowners who were identified as impacted by the options, inviting them to book a one-to-one session with the project team during the consultation period. These landowners received the consultation brochure and response form by post when the consultation launched, and a follow-up postcard on 14 January 2021, to remind those landowners who had not engaged of the opportunity to meet with team project team during consultation.

Highways England will continue to engage with landowners throughout the development of the scheme.

## 1.4 Purpose and Structure of Report on Public Consultation

The purpose of this report is to present the responses provided by those who took part in the consultation. It is structured as follows:

- Methodology
  - Approach of the Public Consultation
  - Consultation response Channels
  - Analysis Methodology
  - Limits of the Information
  - Next Steps
- Findings
  - Responses Received
  - Use of A46 Newark Bypass
  - Proposed Improvements
  - Layout Options
  - Concerns about Particular Issues
  - Respondent Feedback on the Consultation Process.

# 2 Methodology

## 2.1 Approach of the Public Consultation

The coronavirus (COVID-19) pandemic presented challenges to Highways England for delivering an inclusive and accessible consultation. Due to restrictions on public gatherings, it was not possible to hold face-to-face public consultation events in the manner Highways England normally would.

Highways England paid careful consideration to the following groups. Some groups may have been disproportionately impacted by the pandemic and others were standard best practice to consider for consultation:

- People who are unable, or choose not to leave their homes due to the pandemic
- Key workers, and those who are not able to work from home during the pandemic
- People who do not have access to the internet or are less internet literate
- People who have lower literacy levels, or for whom English is not their first language
- People who require the consultation materials in an alternative format.

Highways England identified several alternative methods to engage with communities and stakeholders to allow people to access scheme information, ask questions and ultimately make an informed response during the public consultation period.

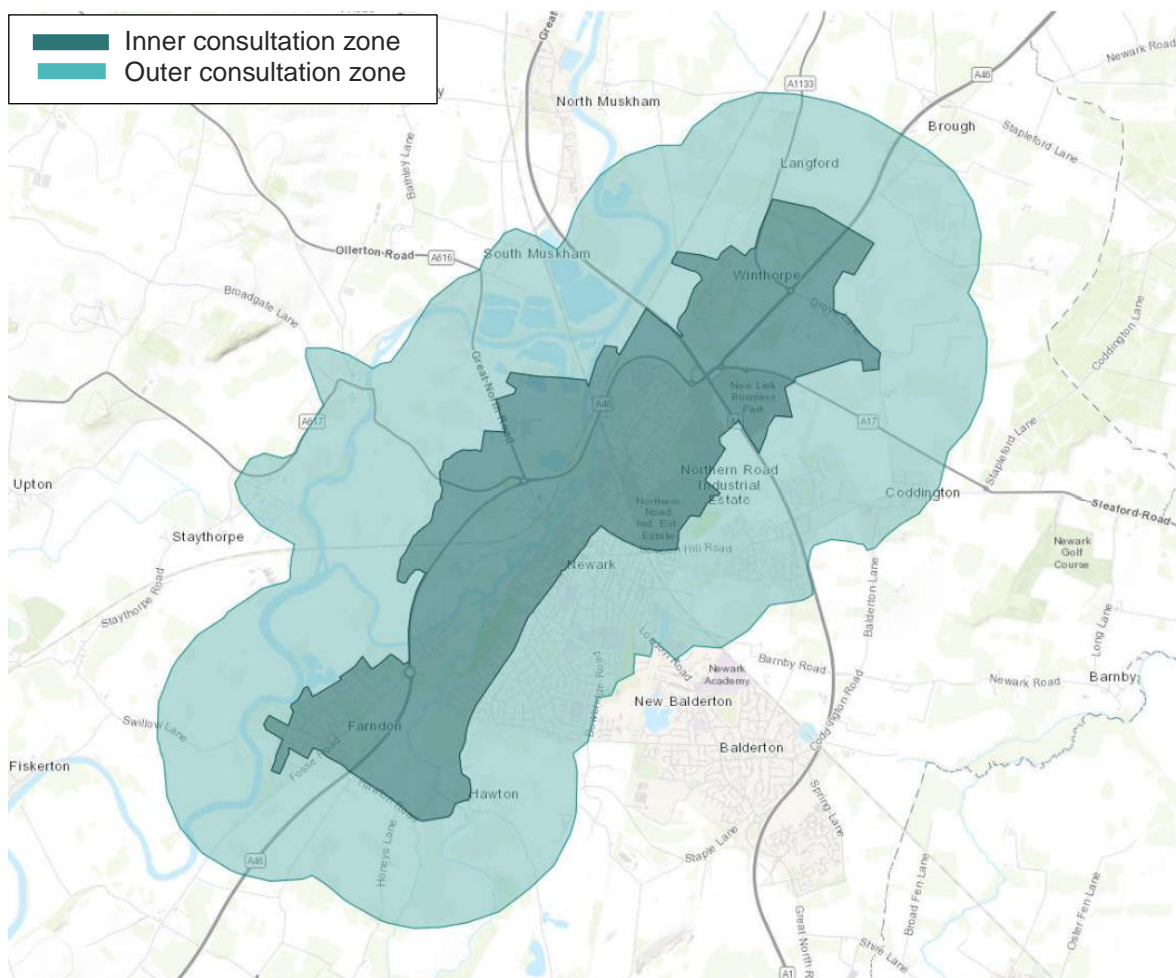
The efforts to mitigate against the impacts of the pandemic are listed below. These were explained in the Approach to Public Consultation document, which was shared with local authorities for their review and input whilst planning the consultation and was published on the scheme's website.

- 8,260 consultation brochures and response forms were posted to addresses within the area determined as the inner consultation zone (Figure 3) to make sure that local residents who didn't have access to the webpage received a copy
- Postcards with details about the consultation were posted to a further 9,419 addresses within the outer zone (Figure 3)
- On 14 January 2021, reminder postcards about how to have a say in the consultation were posted to addresses within the inner zone (Figure 3)
- A call back service was offered to provide stakeholders with the opportunity to speak to a member of the project team at a mutually convenient time using Microsoft Teams or an alternative platform (Zoom, telephone call)
- On social media, five organic posts for Facebook (which appeared on newsfeeds over 2 million times) and 14 Twitter posts were posted during the consultation period. There were also boosted posts on the @HighwaysEMids Facebook page



- Press releases issued to media outlets resulted in publicity about the consultation in local papers (digital and printed), radio and television
- A summary video of the consultation process and options was provided via the scheme webpage and referred to in other materials
- People had the opportunity to request printed copies of brochures, response forms and consultation materials
- The consultation period ran for eight weeks (increased from Highways England's six week period) to allow people more time to review the information available and respond
- Equality Officers at local authorities were engaged with throughout the consultation
- An advertising van was parked during the day at popular locations still visited during the pandemic around Newark, including supermarkets and the council office car park
- Where possible, posters were distributed digitally and via post to display at local amenities in Newark.

**Figure 3: Inner and outer consultation zones**



## 2.2 Consultation response channels

Highways England encouraged respondents to submit responses to the consultation using two main channels:

- **Online** – the Highways England website directed respondents to the Citizen Space online consultation platform where an online consultation response could be completed <https://highwaysengland.citizenspace.com/he/a46-newark-bypass-options/>
- **Post** – respondents could also respond by post using the consultation response form, received by post, or by printing the response form available on the project scheme web page. Highways England set up a Freepost address which was displayed on consultation materials: **Freepost A46 NEWARK BYPASS**

If people required further information or had specific questions about the consultation, contact details for the Highways England Customer Contact Centre and Highways England scheme inbox were provided on consultation materials:

Email: [A46NewarkBypass@highwaysengland.co.uk](mailto:A46NewarkBypass@highwaysengland.co.uk)

Telephone: 0300 123 5000

Any consultation responses that were sent to this email address were also accepted.

All responses received by 11:59pm on 2 February 2021 were included within the consultation analysis. Any postal responses that were sent before the deadline (identified by a postage mark), but not received by 2 February 2021 were still included in the consultation analysis.

A further 15 consultation response forms were received after the deadline. Whilst these responses were too late to include within the analysis, they were reviewed and the views within them are represented within the overall spectrum of responses received.

### Communications received about the public consultation

In addition to the formal response channels, the project team encouraged people to contact them if further information was required about the consultation. The table below provides a summary of additional communication that took place:

**Table 1: Type of communication**

Type of Communication	Number
Number of enquiries to Highways England Customer Contact Centre throughout consultation period	93
Number of emails received via Highways England scheme inbox throughout consultation period	195
Stakeholder/landowner meetings held during the consultation period (includes engagement immediately before and after the consultation period)	46

Type of Communication	Number
Number of hard copy requests	Hard copies of consultation material were sent to 20 addresses, and an additional 300 brochures and copies of other materials were sent to local communities.
Number of online engagements	3270 people visited the webpage and 7200 visited Citizen Space

## 2.3 Analysis Methodology

This section provides detail on the approach used to analyse and report on the public consultation responses.

Highways England engaged Accent, an independent research agency, to process, analyse and report on the public consultation findings. In addition, as part of the independent assurance, Accent reviewed the response form prior to the public consultation to make sure questions were impartial and not leading.

All submissions were passed to Accent for analysis. Online responses were forwarded securely from Highways England. Hard copy responses were delivered to Accent's office, scanned digitally and the original hard copies were placed in secure storage for the duration of the analysis.

Closed question responses (for example, multiple choice 'tick box' format) were totaled. The open question responses (which contained the free text comments) were each analysed to identify the themes emerging from the consultation, using a code frame agreed with Highways England. The code frame includes response categories for each of the open questions. A copy of the code frame is included as Appendix B.

The findings presented in the report have been analysed based on the respondents who answered each question. Accordingly, the number of respondents varies in the charts and tables. This is a feature of responses received to questions containing free text comments.

All percentages are rounded to the nearest whole number, as a result of this, when totalled, they may not precisely add up to 100%.

Some charts sum to more than 100% as respondents could give more than one answer to the questions asked. These occurrences are highlighted in the main findings section for clarity.

We have highlighted incidences throughout the report where respondents have replied with significantly different views.

## 2.4 Limits of the Information

This report is based on the responses received to the consultation, and therefore does not constitute a technical assessment of the proposed improvements. This

report analyses the opinions stated by those who responded to the consultation and, as such, is a self-selecting sample.

Therefore, the information in this report is not representative of all in the local community or stakeholders. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals. This important information will be included in future decision-making processes to inform which option is taken forward by Highways England.

## 2.5 Next Steps

### How Highways England will use suggestions received from respondents

Highways England will use the information gathered through the consultation to feed into the preliminary design of the project.

They will also use consultation responses received about the local area to identify any specific constraints Highways England needs to be aware of within the project area.

While the results of the consultation are a critical element of the decision-making process, there is also a considerable amount of investigation work, including environmental assessment work, detailed traffic and economic modelling and engineering assessments which have to be considered before Highways England reaches a conclusion on the preferred route for the A46 Newark Bypass.

# 3 Findings

## 3.1 Introduction

This section sets out the findings of the public consultation. It is structured as follows:

- Responses Received
- Current use of A46 Newark Bypass
- Proposed Improvements
- Layout Options
- Concerns about Particular Issues
- Respondent Feedback on the Consultation Process.

In this section we show the number of responses received and percentages for closed questions where only one response can be given in the charts and tables.

For questions where more than one response can be given and for open questions, we only show the number of responses received as it would be confusing to show percentages.

## 3.2 Responses Received

The majority of responses (983, 62%) received were via the Citizen Space consultation platform. There was a fairly even balance of responses from those in the local consultation area and from those outside it.

The responses received are broken down as follows:

- Response channel
- Location
- Nature of respondent.

**Table 2: Responses received by channel**

	Number	Percent
Citizen Space consultation platform	983	62
Paper	556	35
Email	45	3
<b>This table was created from all who responded to the consultation</b>	<b>1,584</b>	<b>100</b>

## Responses received by location

Responses from the 1,539 who used the consultation response form came from those who lived in the local consultation area and those who lived outside it. For the purpose of reporting, the local consultation area is defined as the inner and outer consultation zone as shown in Figure 3.

The main postcodes in the area include NG24 1, NG24 2, NG24 3, NG24 4, NG24 9, NG23 5, NG23 6. Over half of responses were from respondents located inside the local consultation area (897 responses, 58%). Under half, (611 responses, 40%) came from outside it and a further 31 (2%) did not provide a postcode.

Over nine tenths of the responses (94%) were from postcodes in or near the A46 Newark bypass, in particular the NG (Nottingham) postcodes (1,322 responses, 86%) and LN (Lincoln) postcodes (132 responses, 9%). There were 54 (4%) responses from outside these two postcode areas.

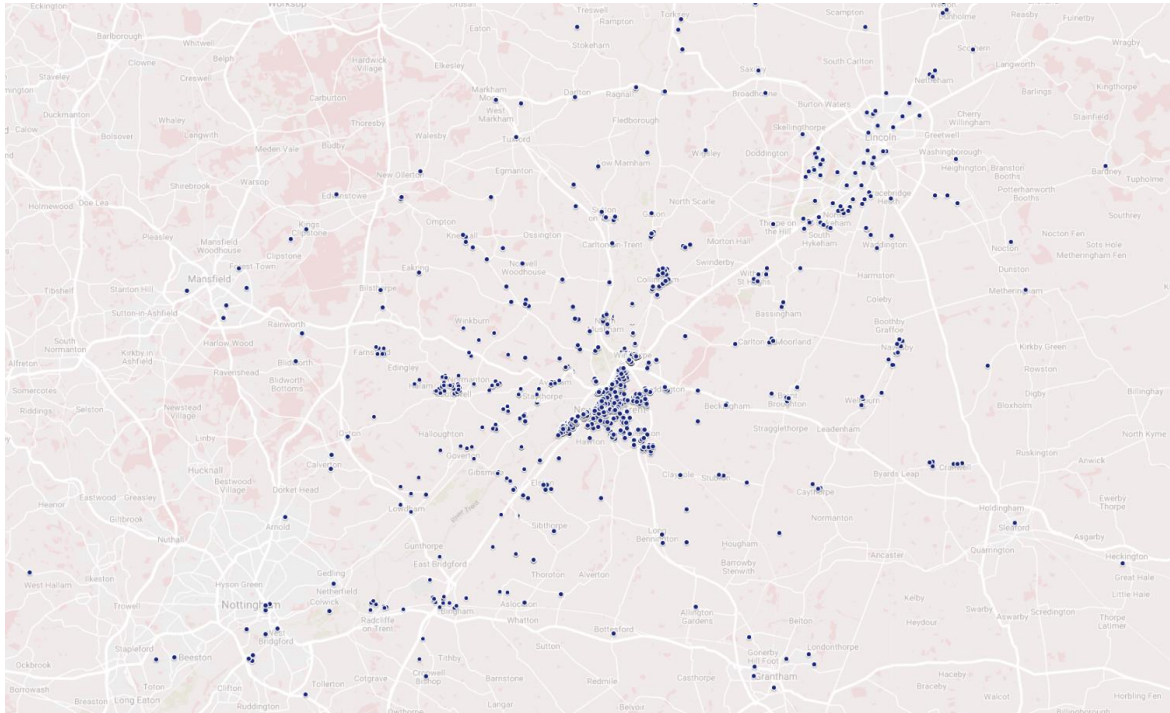
The responses by postcode area are set out in Table 3. This table shows the postcode area and the place name with which each postcode area is associated.

**Table 3: Responses by postcode area**

	Number	Percent
NG (Nottingham)	1323	86
LN (Lincoln)	132	9
B (Birmingham)	7	0.5
DN (Doncaster)	6	0.4
LE (Leicester)	6	0.4
PE (Peterborough)	5	0.3
NE (Newcastle Upon Tyne)	3	0.2
CH (Chester)	2	0.1
DE (Derby)	2	0.1
MK (Milton Keynes)	2	0.1
N (North London)	2	0.1
S (Sheffield)	2	0.1
WV (Wolverhampton)	2	0.1
BT (Belfast)	1	0.1
CO (Coventry)	1	0.1
E (East London)	1	0.1
M (Manchester)	1	0.1
NR (Norwich)	1	0.1
PO (Portsmouth)	1	0.1
SE (South East London)	1	0.1
SG (Stevenage)	1	0.1
SO (Southampton)	1	0.1
SP (Salisbury)	1	0.1
TA (Taunton)	1	0.1
TN (Tonbridge)	1	0.1
WS (Walsall)	1	0.1
YO (York)	1	0.1
No postcode	31	2.0
<b>This table was created from all who responded using the consultation response form</b>	<b>1,539</b>	<b>100</b>

The postcodes of respondents are mapped in Figure 4 for the East Midlands area.

**Figure 4: Location of postcodes in the East Midlands area**



## Responses received by nature of respondent

In total 1,501 (95%) of the 1,584 responses were from individuals. 83 (5%) were from stakeholders and landowner and/or landowners.

The stakeholder and landowner responses were categorised using the following structure:

Political	Member of Parliament (MP); Minister; Local Councillor; Political Party
Community	Parish/Town Council; Resident/Community Group; Borough/District Council; County Council; Schools
Business	Major Employer, Business Group, Local Enterprise Partnership (LEP)
Statutory Body	Environment; Heritage, Safety, Energy, Water
Influencers	Cycling; Environment; Transport; Pedestrian; Equestrian; Business; Safety; Tourism; Other
Landowner	Owners of land potentially affected by the proposals, based on land registry information.

Some appear in more than one category, for example Newark and Sherwood District Council is under both the Community and Landowner categories. For each of these categories respondents are listed along with the response format below.

	Email	Response-form
<b>Political</b>		
■ Councillor (Newark Town)		1
■ The Member of Parliament for Newark <sup>3</sup>		
■ The Member of Parliament Sleaford and North Hykeham <sup>3</sup>		
<b>Community</b>		
■ Averham, Kelham & Staythorpe Parish Council		2
■ Charity of Thomas Brewer		2
■ Children1st		1
■ Coddington Parish Council		1
■ Farndon Parish Council		1
■ Fiskerton-cum-Morton Parish Council		1
■ Leo's Play Centre	1	
■ Lincolnshire Council	1	
■ Newark & Sherwood District Council	1	
■ Newark Indoor Bowls Centre		1
■ Newark R & M Cricket Club		5
■ Newark RUFC	1	
■ Newark Sports Association		1
■ Newark Sustrans Volunteers		1
■ Newark Town Council	1	
■ North Muskham Parish Council	1	
■ Nottingham City Council		1
■ Nottinghamshire County Council (and NSDC <sup>4</sup> )	1	1
■ Nottinghamshire Footpaths Preservation Society		1
■ Robin Hood Theatre Company		1
■ South Muskham & Little Carlton Parish Council		1
■ Southwell Town Council		1
■ St Leonards Church		1
■ Think Again A46 Winthorpe Residents' Group		1
■ Winthorpe & Langford Parish Council		1
<b>Business</b>		
■ British Sugar	1	
■ Network Rail	1	
■ Aura Business Centres		1
■ Bookwise (Secondhand charity bookshop)		1
■ Cadent Gas	1	
■ D2N2 LEP		1
■ Default Blue Ltd		1
■ Edlin and Jarvis Estate Agents		1
■ Eurotec Environmental Ltd		1
■ Fosse Civil Engineering Ltd		1
■ Future Fishing Ltd		1
■ Guy Taylor Associates		1
■ International Export Packers & Tradefreight International Ltd		1
■ James M Wishart & Associates		1
■ London North Eastern Railway Limited		1

<sup>3</sup> Response received verbally via a meeting with Highways England

<sup>4</sup> The response form response was from both Nottinghamshire County Council and NSDC



■ Midlands Connect	1	
■ Millets		1
■ Netsolutions Technology Ltd		1
■ Newark (Nottinghamshire & Lincolnshire) Air Museum Limited		1
■ Newark Business Club	1	1
■ PA Freight	1	1
■ PAG Consultancy Ltd		1
■ Positive Homes Ltd		1
■ Positive Solutions	1	
■ Railfuture		1
■ Road Haulage Association Ltd		1
■ Shell	1	
■ The Exchange Business Centre Ltd		1
■ Timico		1
■ TOWN-PLANNING.CO.UK		1
■ Transport for East Midlands	1	
■ Urban and Civic	1	1
■ Wirtgen Limited		1
■ Woodmore & Co Ltd.		1
<b>Statutory Body</b>		
■ Canal and River Trust	1	
■ Environment Agency	1	
■ Historic England (HBMCE)		1
■ Millgate Conservation Society		1
■ Natural England	1	
■ Newark & Nottinghamshire Agricultural Society		1
■ Nottinghamshire Area Ramblers		1
■ Nottinghamshire Wildlife Trust		2
■ Sport England		1
■ TravelWatch East Midlands		1
■ Trent Valley Internal Drainage Board	1	
<b>Influencers</b>		
■ British Motorcyclists Federation		1
■ Transport Action Network	1	
■ Campaign to Protect Rural England		1
■ Cycling UK		1
■ Sustrans and Cycling UK		1
<b>Landowners</b>		
■ Newark & Sherwood District Council	1	
■ Nottinghamshire County Council and NSDC		1
■ British Sugar	1	
■ Canal and River Trust	1	
■ Network Rail	1	
■ Newark RUFC/Newark Rugby Club	1	2
■ Individual landowners	1	8

### 3.3 Current Use of A46 Newark Bypass

The response form included the following questions related to the respondents' current use of the A46 Newark Bypass (between Farndon and Winthorpe junction):

- Nature of respondent
- Whether received correspondence that they are an affected landowner
- Why they use the A46 Newark Bypass
- Vehicles used for journeys on the A46 Newark Bypass
- How often the A46 Newark Bypass is used
- The times of day the A46 Newark Bypass is used
- Satisfaction with using the A46 Newark Bypass
- Additional comments on using the A46 Newark Bypass as it is now.

The responses to each of these questions are discussed in turn below.

#### Nature of respondent

Respondents to the response form were asked '*Which of the following best describes you?*' with the following answer codes shown which defined the nature of the respondent:

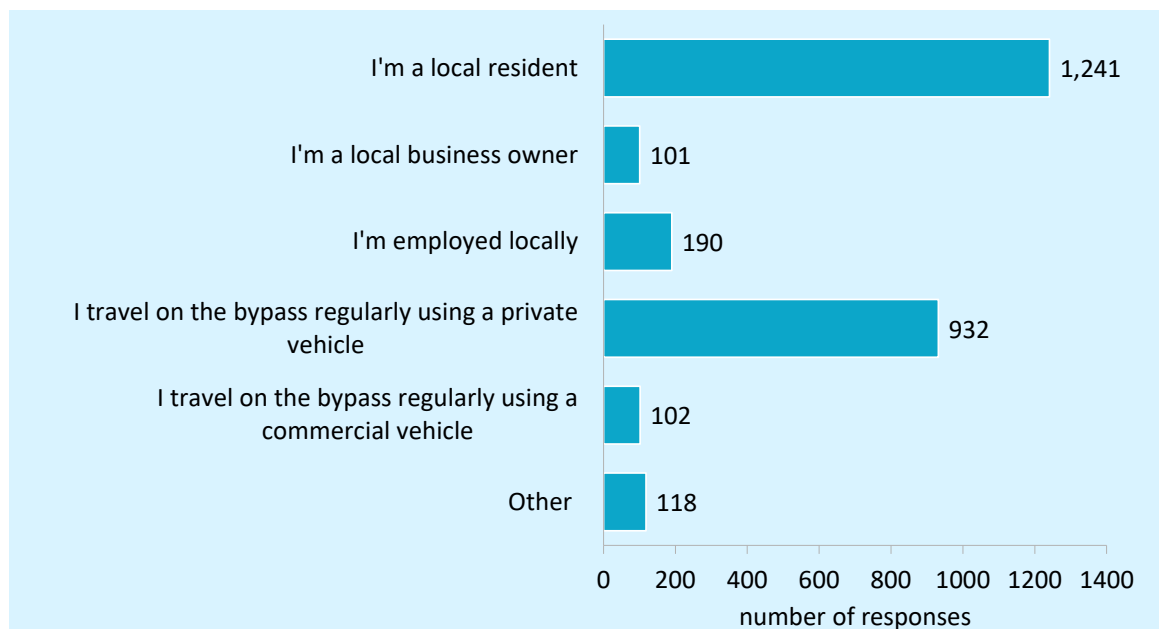
- I'm a local resident
- I'm a local business owner
- I'm employed locally
- I travel on the bypass regularly using a private vehicle
- I travel on the bypass regularly using a commercial vehicle
- Other (please specify)

More than one response could be given, and two responses were given by each respondent on average.

Over four fifths (1,241 responses, 81%) were local residents, 101 (7%) were local business owners and 190 (12%) were employed locally.

Travel on the bypass was mainly by private vehicle: 932 (61%) regularly travel on the bypass using a private vehicle whereas 102 (7%) travel on the bypass regularly using a commercial vehicle. See Figure 5.

**Figure 5: Question 1 - Which of the following best describes you? (tick all that apply)**



This chart was created from all 1,539 who responded using the consultation response form  
 NB: Respondents selected their answer from a list of response options and were able to choose more than one

The main 'other' responses were:

- Use A46 Newark Bypass regularly (vehicle type not specified) 24
- Use bypass occasionally 13
- Cyclist/walker 11
- Friend/relative of local resident 8
- Attend Newark RUFC – coach/parent etc 5
- On town/parish council 5
- Travel using public transport 5
- Statutory consultee 4
- Farmer/landowner 4
- Interested user 4
- Agent/member of Newark R&M Cricket Club 3
- Work for/trustee of charity – CPRE etc 3
- Travel/commute to work on bypass 2
- Rail service company/group – Railfuture/LNER etc 2
- Work for Nottinghamshire Wildlife Trust 2
- Economic/commercial development organisation 2

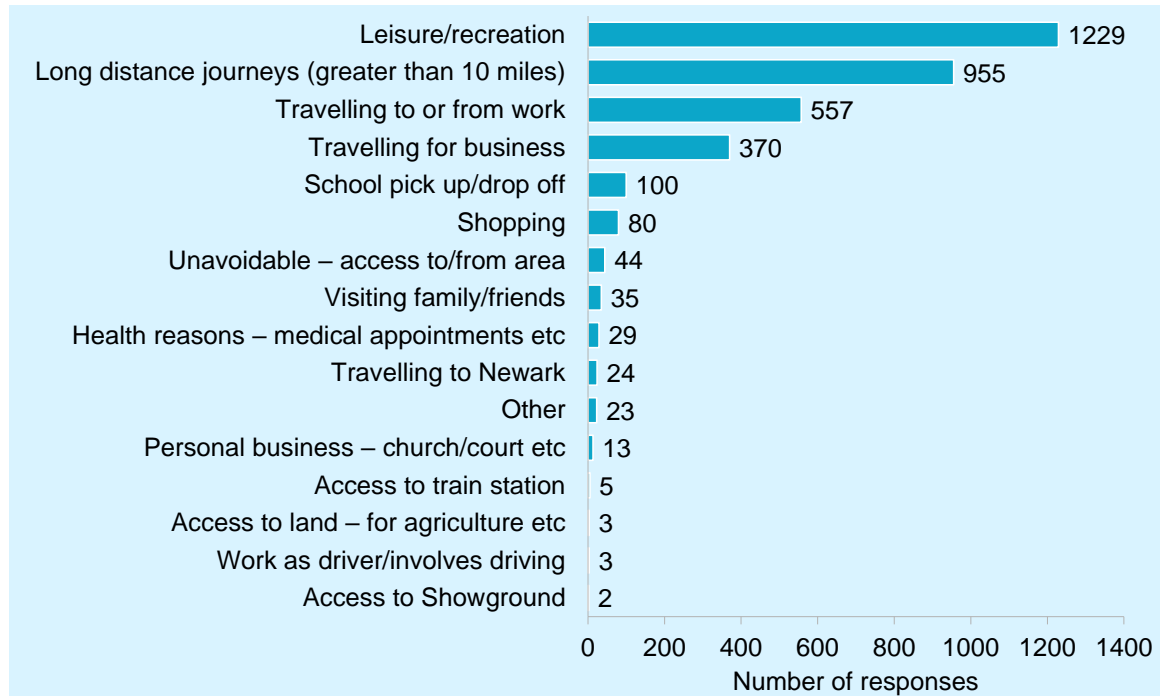
## Whether received correspondence that they are an affected landowner

Sixty-six (4%) of 1,539 respondents to the response form indicated that they had received correspondence that they were an affected landowner.

## Why they use the A46 Newark Bypass

Respondents use the A46 Newark Bypass for a number of different purposes and on average each respondent uses it for over two different reasons. The most common purposes were for leisure and recreational trips (1,229 responses, 80%) and long-distance journeys (955 responses, 62%). Under four tenths used it for journeys to and from work (557 responses, 36%) and travelling for business (370 responses, 24%). The details are set out in Figure 6.

**Figure 6: Question 3 - Please tell us why you use the A46 Newark Bypass? (tick all that apply)**

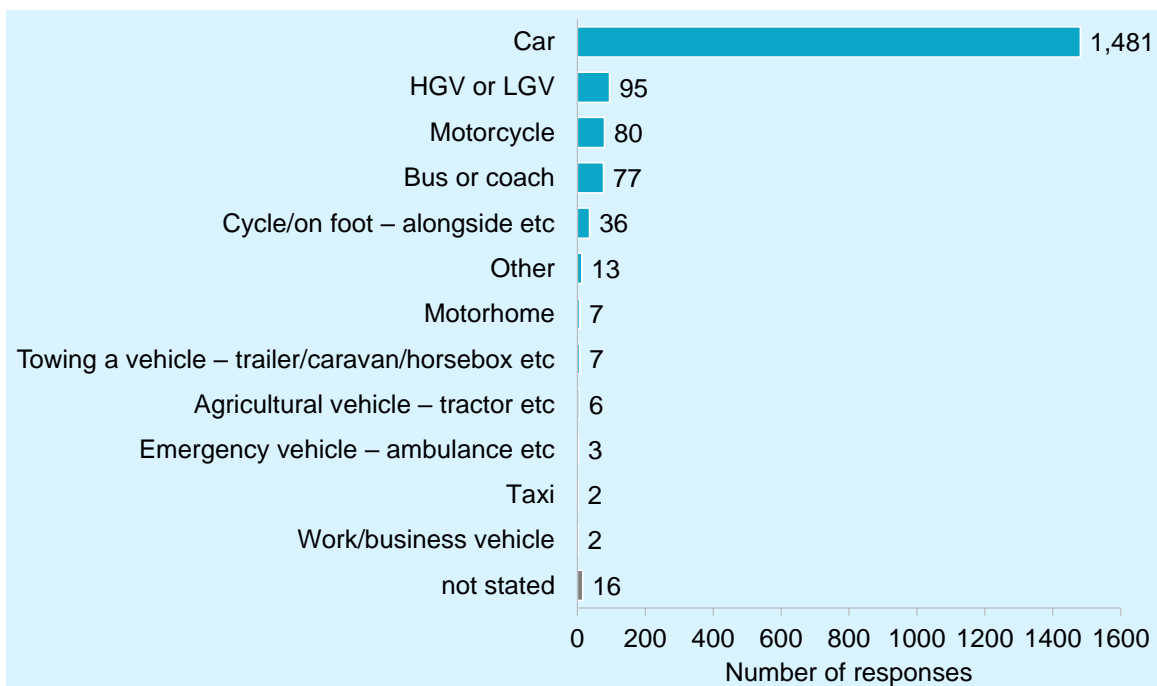


This chart was created from all 1,539 who responded using the consultation response form  
NB: Respondents selected their answer from a list of response options and were able to choose more than one.

## Vehicles used for journeys on the A46 Newark Bypass

By far the most common method of travelling on the A46 Newark Bypass was by car (1,481 responses, 96%). Figure 7 shows all methods of transport used.

**Figure 7: Question 4 – How do you normally travel on the A46 Newark Bypass? (tick all that apply)**



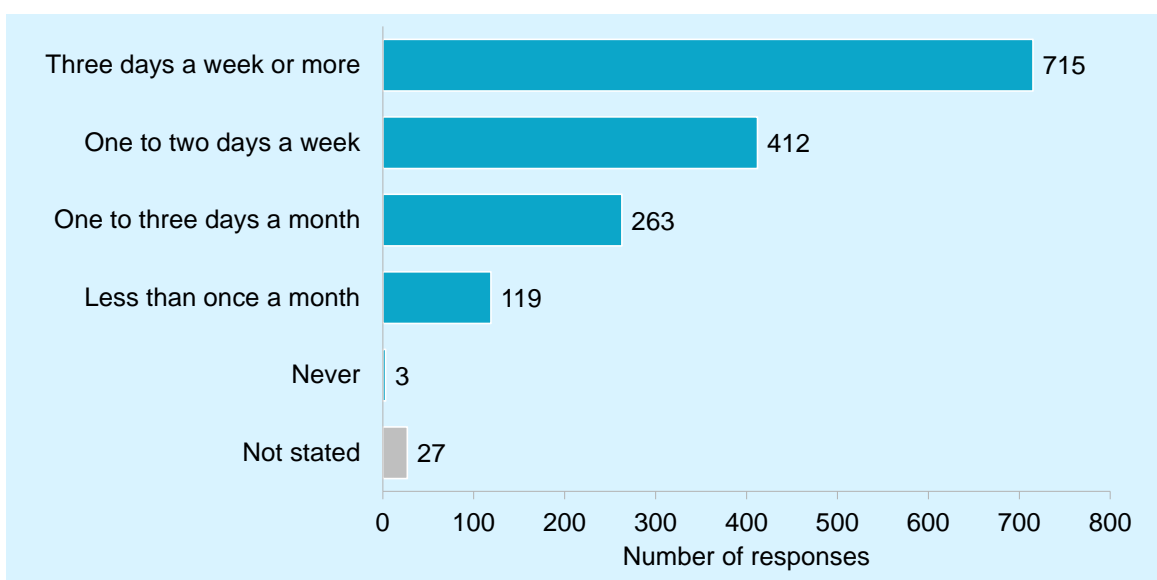
This chart was created from all 1,539 who responded using the consultation response form  
 NB: Respondents selected their answer from a list of response options and were able to choose more than one.

## How often the A46 Newark Bypass is used

Nearly half the respondents used the A46 Newark Bypass three or more days a week (715 respondents, 46%). Just over a quarter (412 respondents, 27%) used the A46 Newark Bypass one to two days a week.

Figure 8 sets out the details.

**Figure 8: Question 5 – How often do you travel on the A46 Newark Bypass?**



This chart was created from all 1,539 who responded using the consultation response form

Analysis of the frequency of usage of the A46 Newark Bypass by the journey purpose of trips shows that those who travel to or from work use the A46 Newark Bypass most and those who travel for leisure or other purposes use the A46 Newark Bypass least.

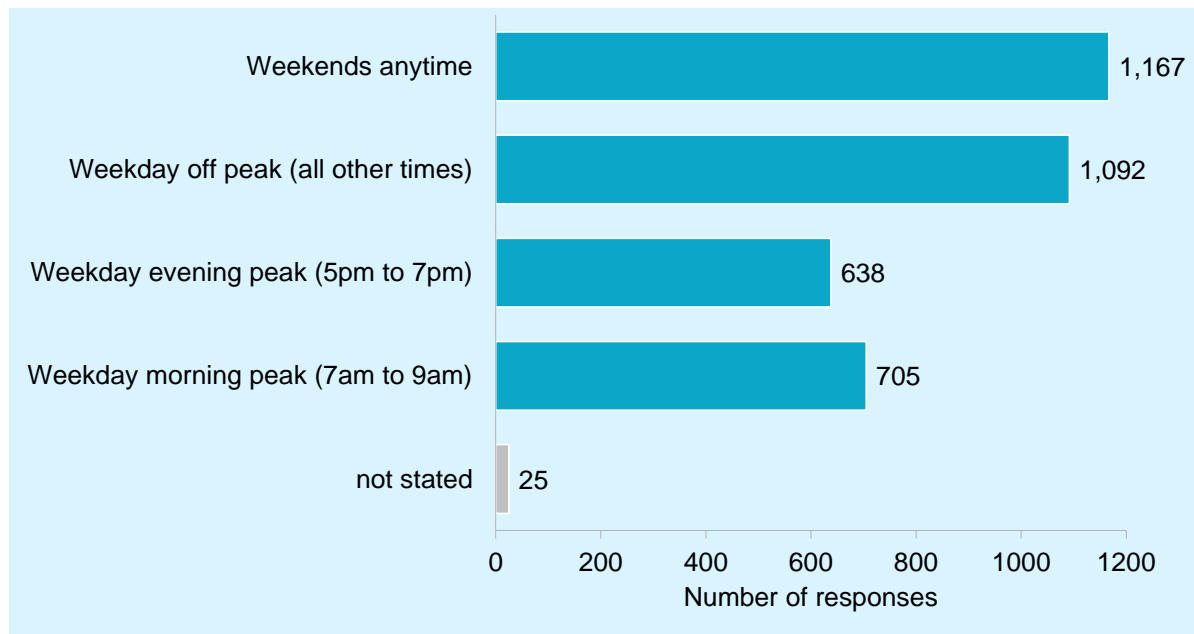
**Table 4: Frequency of travelling on the A46 Newark Bypass by journey purpose**

	Travelling to or from work	Travelling for business	Leisure and other
Three days a week or more	441 (74%)	233 (57%)	637 (47%)
One to two days a week	119 (20%)	101 (25%)	367 (27%)
One to three days a month	32 (5%)	57 (14%)	235 (17%)
Less than once a month	4 (1%)	16 (4%)	98 (7%)
<b>Respondents</b>	<b>389 (100%)</b>	<b>226 (100%)</b>	<b>603 (100%)</b>

## The times of day the A46 Newark Bypass is used

Most respondents used the bypass at 'weekends anytime' (1,167 responses, 76%) and 'weekdays off peak' (1,092 responses, 71%). There was fairly even use of the bypass at weekday peaks (705 responses (46%) for the morning peak and 638 responses (41%) for the evening peak). See Figure 9.

**Figure 9: Question 6 – When do you usually travel on the A46 Newark Bypass? (tick all that apply)**



This chart was created from all 1,539 who responded using the consultation response form  
 NB: Respondents selected their answer from a list of response options and were able to choose more than one.

## Satisfaction with using the current A46 Newark Bypass

The consultation response form asked respondents to rate their satisfaction with the following seven elements of travelling on the A46 Newark Bypass:

- Road safety

- Congestion
- Road layout
- Journey time
- Noise
- Air quality
- Access for pedestrians, cyclists and horse riders.

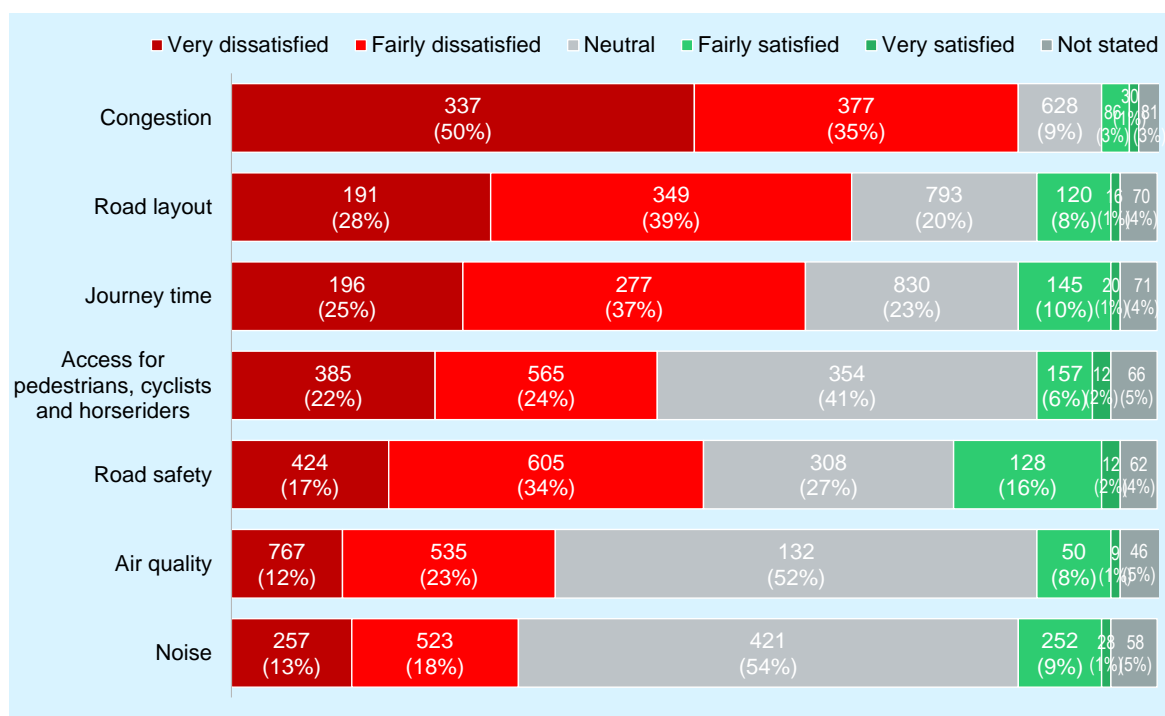
They were asked to rate satisfaction on a scale from very dissatisfied to very satisfied.

Respondents were dissatisfied with all seven elements particularly congestion (1,302 (85%) very dissatisfied or dissatisfied), road layout (1,029 (67%) very dissatisfied or dissatisfied) and journey time (950 (62%) very dissatisfied or dissatisfied).

For all elements more respondents were dissatisfied than satisfied.

The ranking of satisfaction with the seven journey elements is shown in Figure 10.

**Figure 10: Question 7a – How satisfied are you with the following elements of travelling on the A46 Newark Bypass as it is now? (please tick one answer in each row)**



This chart was created from all 1,539 who responded using the consultation response form

## Additional comments on using the A46 Newark Bypass as it is now

Respondents were asked to give any additional comments they had about travelling on the A46 Newark Bypass. The question was 'Please provide any further comments on travelling on the A46 Newark Bypass as it is now'.

A total of 885 respondents provided responses.

Almost all responses were negative and principally focused on too much congestion (491 responses), issues caused by roundabouts – lane structuring/signage etc (399), having to avoid peak times (227), it being unsafe (227 responses), time-consuming – delays etc (196) and issues caused by poor driving behaviour (140 responses).

The following quotes illustrate the findings<sup>5</sup>:

### ■ Too congested

*“Major congestion is the main problem, at peak times, weekends and holiday times, traffic is down to a walk and uses the town centre as a rat run.*

*It is costing huge amounts of money in time and money and misery for all travellers.”*

Living in the local consultation area, three days a week or more car user, leisure/recreation, school pick up/drop off, long distance journeys

*“Congestion is very bad and can occur all through the day with knock-on effect to A17/A46 junction.”*

Living outside the local consultation area, one to two days a week car user, work commuting, employer's business, leisure/recreation, long distance journeys

*“Congestion and tailbacks are very bad leading to everyone trying to go through Newark, leading to gridlock.”*

Living in the local consultation area, three days a week or more car user, work commuting, leisure/recreation, long distance journeys

*“The level of congestion makes it impossible to schedule meetings etc, as journey times cannot be predicted at all. Many times I have had to give up my journey + return home due to the total gridlock on the Cattle Market roundabout.”*

Living in the local consultation area, three days a week or more car user, work commuting, leisure/recreation, long distance journeys

*“Too congested and not fit for purpose being the only remaining single carriageway section on this part of the A46.”*

Living outside the local consultation area, one to two days a week car user, leisure/recreation, long distance journeys

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<sup>5</sup> Please note that the quotes are a direct copy of the text received. Typos, spelling and grammatical errors have not been amended for the report



*"I don't think the traffic should have been allowed to get as bad as it is. The congestion is diabolical."*

Living outside the local consultation area, three days a week or more car user, work commuting, leisure/recreation, long distance journeys

■ Issues caused by roundabouts – lane structuring/signage etc

*"The current layout is neither a single carriageway or dual carriageway, causing some motorists to create a third lane, which can cause danger particularly when approaching and exiting roundabouts. The Southern approach to Farndon roundabout in particular allows motorists to approach at speed without slowing down. They often enter the roundabout, oblivious to traffic approaching from the right. This junction needs to be more at right angles to the roundabout to slow entering vehicles."*

Living in the local consultation area, three days a week or more car user, work commuting, leisure/recreation, long distance journeys

*"The Winthorpe and Brownhills roundabouts are very poorly designed and unable to cope with the intersections with the A1 and A17. Accidents are frequent. Congestion is frequent and severe."*

Living outside the local consultation area, one to two days a week car user, employer's business, leisure/recreation, long distance journeys

*"Poorly designed roundabouts. Large roundabouts have very tight exits, adverse cambers and poor visibility."*

Living in the local consultation area, three days a week or more car user, employer's business, leisure/recreation, long distance journeys

*"The existing layout is poor and dangerous, especially at the Friendly Farmer and Brownhills roundabouts. Several major roads are all plugged into two small roundabouts that are not fit for purpose. I have seen several accidents and near misses on the roundabouts as people take risks as they have waited so long to enter onto the roundabout, they change lanes mid-roundabout in error, or a slow lorry emerging onto the roundabout has caused people to brake."*

Living outside the local consultation area, one to three days a month car user, employer's business, leisure/recreation, long distance journeys

*"We find travelling into Newark unbearable at certain times of the day, so we have to try and pick our times to travel to avoid the worst of the congestion, which in our opinion, is very severe when the level crossing barriers are down at the Castle Station, at peak times.*

*We also run a small haulage company and it is frustrating when there is a large amount of congestion. In our opinion, traffic lights should be introduced to filter traffic coming out of Newark in the evenings and going into Newark in the morning, at peak times, until such time a new bypass solution is undertaken."*

Living outside the local consultation area, three days a week or more car, HGV or LGV and motorcycle user, work commuting, employer's business, leisure/recreation

*“We schedule work activity as far as possible to avoid peak use time of the A46. Due increased cost, danger & delays at those times.”*

Living outside the local consultation area, one to three days a month car user, employer’s business, leisure/recreation, long distance journeys

*“I tend to arrange my journeys to avoid peak times particularly Friday pm.”*

Living outside the local consultation area, one to two days a week car user, leisure/recreation, long distance journeys

*“I avoid travelling on the bypass during peak commuting hours as congestion can make the journey much longer. The current layout is poor and problems with congestion on the bypass result in increased traffic through Newark as drivers seek to avoid it.”*

Living outside the local consultation area, one to two days a week car user, leisure/recreation, long distance journeys

## ■ Unsafe

*“Congestion on the A46, A17, A1 junction is horrendous & extremely unsafe when leaving the A1 with often being stuck in standing traffic on the A1, getting onto the roundabouts at both sides is very dangerous with many near misses experienced, vehicles do not stay in lanes provided.”*

Living outside the local consultation area, one to two days a week car, leisure/recreation, long distance journeys

*“A1/A46 West roundabout very dangerous due to short distance between A46E, A1Nb, A46W sliproads. It is far too small to carry so much traffic.”*

Living outside the local consultation area, one to two days a week car, work commuting, leisure/recreation

*“The whole of the bypass is an absolute shambolic disaster and highly dangerous.”*

Living in the local consultation area, one to two days a week car and bus or coach, school pick up/drop off, long distance journeys

## ■ Time-consuming – delays etc

*“It is a consistent bottleneck, which during Summer months becomes a standing joke due to the long delays that build up in the Newark area.”*

Living in the local consultation area, three days a week or more car, leisure/recreation, school pick up/drop off, long distance journeys

*“Lots of delays, coming out of Newark at night is terrible. Lorries are unstable on the island so have to slow right down but the whole thing is often gridlocked.”*

Living outside the local consultation area, three days a week or more car, work commuting

*“It's terrible ... and almost always causes me delays, especially when returning home from work or the school run. It's frustrating that we always have to factor in at least an extra 30-60 minutes of travel time just to leave our own town, especially during peak time and weekends! It's unacceptable that we've been delayed numerous times picking up our children from school due to the traffic, especially when there's been an accident.”*

Living in the local consultation area, three days a week or more car, work commuting, employer's business, leisure/recreation, school pick up/drop off, long distance journeys

■ Issues caused by poor driving behaviour

*“Can be a bit of a lottery, mostly clear but occasionally snarls up. Big issue is queueing on the A1 for vehicles getting onto the A46. I often ride a motorcycle and the Cattle Market and A1 junctions are the most scary for miles around. Lots of traffic and poor lane discipline. The current "wide" single carriageway encourages reckless overtaking.”*

Living outside the local consultation area, one to three days a month car user, leisure/recreation, long distance journeys

*“The road is potentially dangerous to be on, too many drivers use it as a racetrack. I have experienced very bad driving by idiots overtaking either way when to do so at the time, was pure idiocy.”*

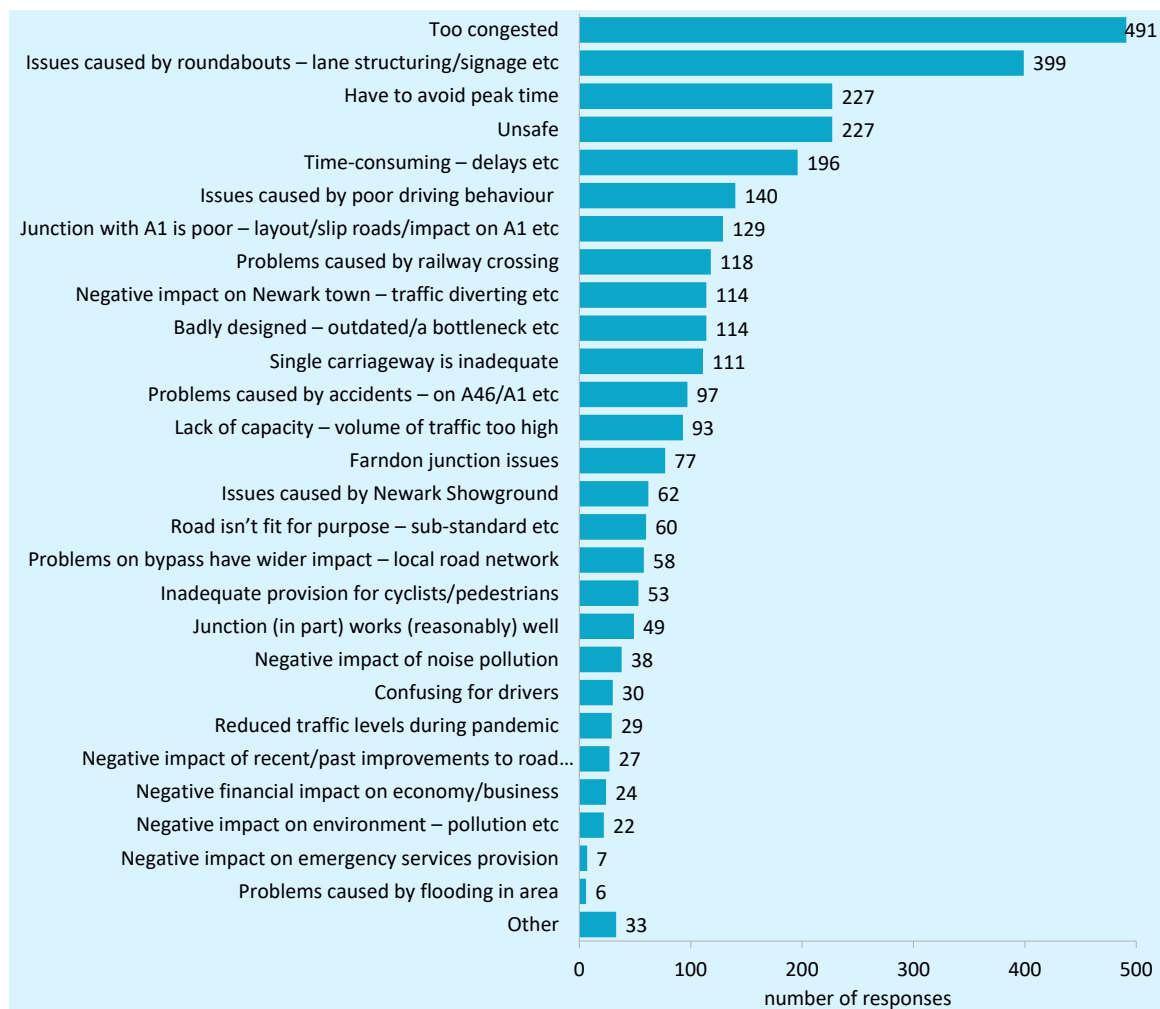
Living in the local consultation area, less than once a month car and bus or coach user, leisure/recreation, long distance journeys

*“The bypass is not a problem, it's the people who use it.”*

Living outside the local consultation area, one to two days a week car and motorcycle, leisure/recreation, long distance journeys

For ease of review, the summary of views expressed are shown in Figure 11.

**Figure 11: Question 7b - Please provide any further comments on travelling on the A46 Newark Bypass as it is now:**



This chart was created from 885 respondents who answered Question 7b  
 NB: More than one code could be assigned to each response

## Variations in views expressed

Respondents who opposed Option 2 were significantly<sup>6</sup> more likely than those who supported Option 2 to make the following comments about travelling on the A46 Newark Bypass as it is now:

- Too congested
- Issues caused by roundabouts – lane structuring/signage etc
- Time-consuming – delays etc.

<sup>6</sup> At the 95% confidence level

**Table 5: Variation in perceptions about travelling on the A46 Newark Bypass as it is now by whether support or oppose Option 2**

Concern	Oppose Option 2	Support Option 2
Too congested	340 (60%)	111 (49%)
Issues caused by roundabouts – lane structuring/signage etc	277 (49%)	87 (38%)
Time-consuming – delays etc	146 (26%)	35 (15%)
<b>This table was created from those who answered Question 7b and Question 10a</b>	<b>565</b>	<b>226</b>

There was not a similar variation in perceptions relating to Option 1.

### 3.4 Proposed Improvements

Respondents to the response form were asked for their views on:

- The need to improve the A46 Newark Bypass
- Which of the two options they prefer:
  - Option 1
  - Option 2.

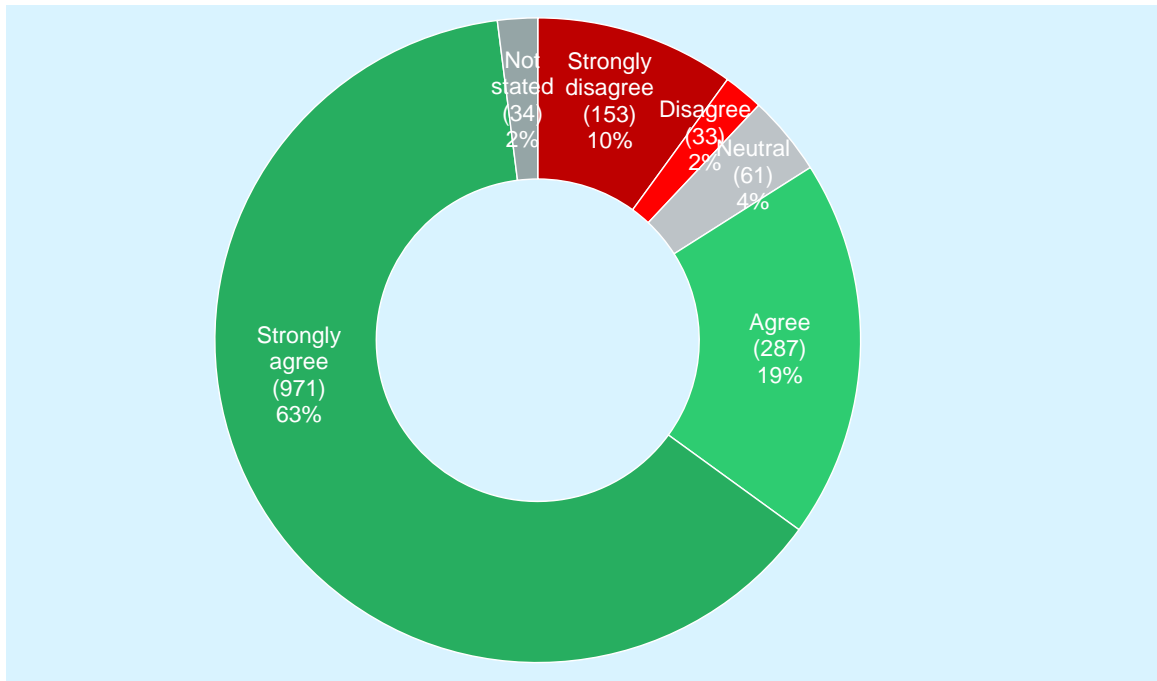
Respondents were then asked for their views on each option.

#### The need to improve the A46 Newark Bypass

When asked “*To what extent do you agree that improvements to the A46 Newark Bypass are needed*”, 1,258 of the 1,539 who responded to the response form (82%) strongly agreed or agreed and 186 (12%) disagreed or strongly disagreed.

The details are shown in Figure 12.

**Figure 12: Question 8 – To what extent do you agree that improvements to the A46 Newark Bypass are needed?**



This chart was created from all 1,539 who responded using the consultation response form

## What option they prefer

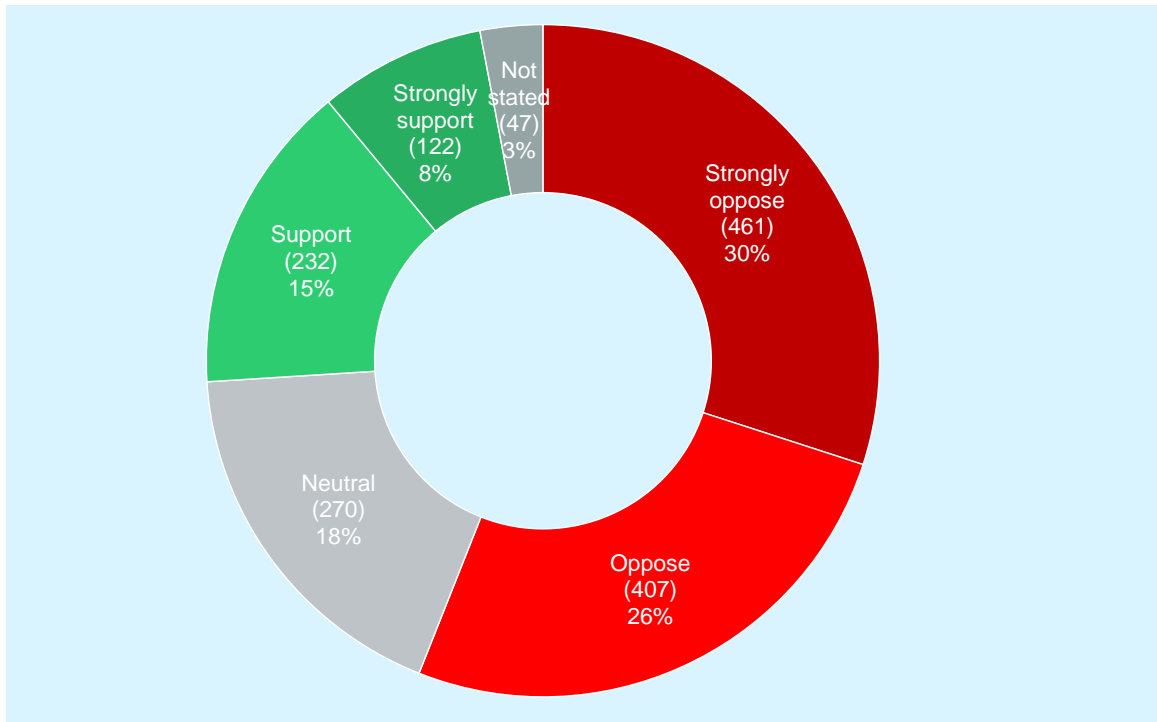
The following sections give details on the response to each of the two options.

### Option 1

When asked which response best represented their views on Option 1, 354 (23%) chose strongly support or support and 868 (56%) chose oppose or strongly oppose. Two hundred and seventy (18%) gave a neutral response and 47 (3%) did not express an opinion.

The details are shown in Figure 13.

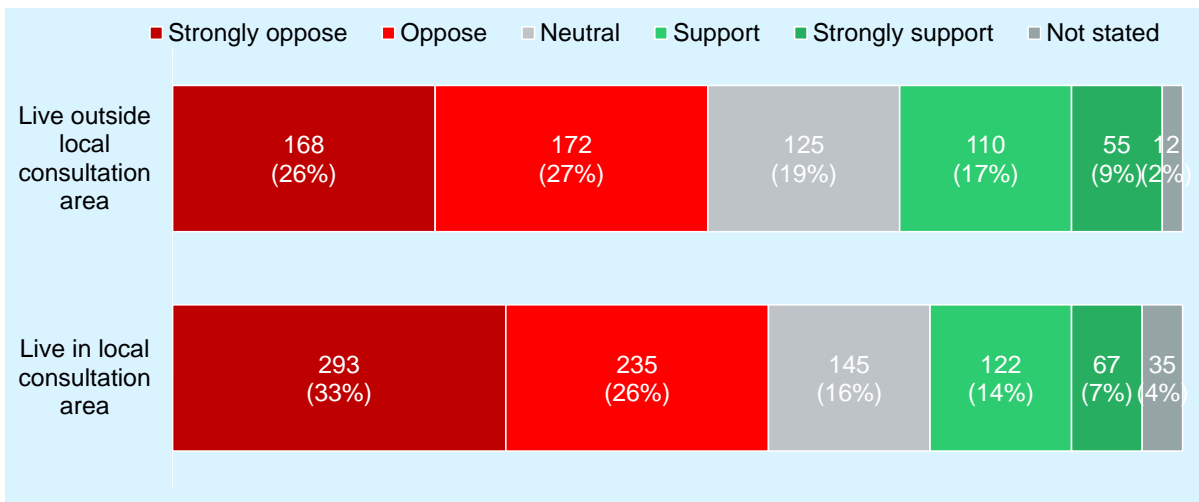
**Figure 13: Question 9a - Please tick the box that best represents your views on Option 1:**



This chart was created from all 1,539 who responded using the consultation response form

Respondents who live in the local consultation area were more opposed to Option 1 than those who live outside the local consultation area. See Figure 14.

**Figure 14: Views on Option 1 by whether live in the local consultation area or not**



This chart was created from 897 who lived inside the local consultation area and 642 who lived outside the consultation area

### Additional comments received

Respondents were then invited to provide any comments they wished to add.

A total of 932 respondents gave additional comments about Option 1. The comments were coded into 3,463 response categories – an average of 3.7 per comment.

Almost all response categories (3,220, 93%) about Option 1 were negative. The most frequent negative responses related to it not improving congestion/increasing traffic flow (334 responses), not being in favour of the Cattle Market junction design (305 responses), issues caused by traffic lights (233 responses), it being an inadequate solution/design with amendments/improvements required (216 responses), negative impact on local residents (181 responses), issues caused by roundabouts remaining (160 responses), it needs further grade separation (146 responses) and it increasing noise pollution (137 responses).

The most frequent positive comments were that they approved of some aspects (128 responses) and that it resolves issues caused by roundabouts (74 responses).

The following quotes illustrate the findings<sup>7</sup>:

■ Does not improve congestion/increase traffic flow

*“Option 1 would not in any way help relieve traffic build up, in fact it would cause far more build up with the additional road traffic lights. Instead of easing the flow of traffic it would absolutely create a whole lot more.”*

Living in the local consultation area, three days a week or more car user, work commuting, leisure/recreation

*“Will make access for locals from the A 616/617 horrendous - worse than it already is. Traffic on the A617 already regularly queues back to Kelham Bridge in the Summer. Joining the A616 and A617 will just double the problems and further kill off Newark Town Centre, which is already on its knees.”*

Living outside the local consultation area, three days a week or more car user, work commuting, employer's business, leisure/recreation

*“Most likely just going to cause more congestion.”*

Living outside the local consultation area, one to three days a month car user, work commuting, employer's business, leisure/recreation

*“Option 1 makes no sense as it will cause huge traffic delays into Newark town centre and will effect local businesses and access.”*

Living outside the local consultation area, three days a week or more car user, employer's business, leisure/recreation

■ Not in favour of Cattle Market junction design

*“I cannot believe that serious consideration is being given to modifying the Cattle Market junction in such a way that all roads and the junction would remain at ground level! The priority must surely be to keep traffic flowing freely on the A46 itself; Option 1 fails to adequately recognise the frequent and considerable impact on traffic*

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<sup>7</sup> Please note that the quotes are a direct copy of the text received. Typos, spelling and grammatical errors have not been amended for the report



*flows at the Cattle Market junction of the disruption caused by the level.”*

Living in the local consultation area, three days a week or more car user, leisure/recreation

*“Whilst the flyover entry from the friendly farmer roundabout to the Winthorpe roundabout is a nice feature. The Cattle Market roundabout solution is cheap and nasty and the potential for this getting clogged up with backed up traffic from the castle station is high, however smart the traffic lights and yellow boxes etc. Also by limiting the release of traffic onto the roundabout after the crossing barriers open, it will keep the centre of Newark clogged up with traffic for even longer than is now frustratingly the case.”*

Living in the local consultation area, one to two days a week car and motorcycle user, leisure/recreation, long distance journeys

*“The proposed solution at Cattle Market is extremely poor. The complex roundabout is a clearly a compromise and in my opinion, would be a big mistake. It is likely to lead to accidents due to its overly complex operation and yet would still require some traffic on the A46 to stop to allow the roundabout to circulate. Its complex operation would be a significant barrier to pedestrians, cyclists and other NMU traffic. Furthermore the impact of the level crossing of the Nottingham-Lincoln line with Great North Road which can cause delay and obstruction on the roundabout.”*

Living outside the local consultation area, one to three days a month car user, leisure/recreation

#### ■ Issues caused by traffic lights

*“I don't see how traffic lights on an already congested road will increase traffic flow during peak times.”*

Living outside the local consultation area, one to three days a month car user, leisure/recreation, long distance journeys

*“In my opinion adding traffic light to the Cattle Market junction would increase the traffic to/from Newark at peak times.”*

Living in the local consultation area, three days a week or more car user, work commuting, leisure/recreation

*“Too many traffic lights. Another set at the Island would halt traffic back to Newark including level crossing.”*

Living in the local consultation area, one to two days a week car user, leisure/recreation

*“The idea of a "central" corridor controlled by traffic lights at the Cattle Market roundabout is sub-optimal. It opens up the possibility of queues at peak and also the opportunity to "amber gamble" in order to avoid a wait at the lights. Considerable traffic uses the A617 and again there is the risk of queuing at the lights.”*

Living outside the local consultation area, one to two days a week car and motorcycle user, leisure/recreation

■ Inadequate solution/design – amendments/improvements required

*“The proposal does not seem to allow for any A1 improvements to Motorway standards. Seems to have been rushed. It does not seem to address the designed growth of major distribution on the A17 nor the anticipated increase in traffic....This scheme in its present form, seems to have been rushed out for political reasons, and should be held and redesigned.”*

Living in the local consultation area, three days a week or more car user, school pick up/drop off, long distance journeys

*“Alternative options should be provided to reduce the impact on Winthorpe, and to improve the A1 and A17 roundabouts. Traffic lights need installing on Farndon roundabout for any adopted option.”*

Living in the local consultation area, one to two days a week car user, leisure/recreation, long distance journeys

■ Negative impact on local residents

*“There will be a huge impact on Winthorpe village in terms of noise, air and light pollution, and visual impact. It will affect day to day living irreparably and Winthorpe will become no more than a traffic island.”*

Living in the local consultation area, one to three days a month car user, leisure/recreation, long distance journeys

*“Proposed road is too close to properties in village creating noise, pollution and visually will be a carbuncle. Green landscape will be lost. Residents will be severely affected.”*

Living in the local consultation area, one to three days a month car user, long distance journeys

*“For anyone that lives, works or travels in this area option 1 is just not a viable option. Option 1 would have a detrimental impact to both local residents and businesses and the wider public that need to access this area...Option 1 also has a massive negative impact on my private residential property, affecting the health and welfare of my family, their safety and quality of life, as well as reducing my property’s facilities and land, in-turn de-valuing my property considerably.”*

Living in the local consultation area, three days a week or more car user, work commuting, employer’s business, leisure/recreation, school pick up/drop off, long distance journeys

■ Issues caused by roundabouts remain – Farndon etc

*“Congestion will still occur between Farndon roundabout and castle roundabout. Traffic lights will result in a stop and then flow, not keep it flowing as suggested.”*

Living in the local consultation area, three days a week or more car user, leisure/recreation, long distance journeys

*“Option 1 would improve traffic flow significantly over the current capacity but would still generate the same issues at Farndon roundabout as now.*

*The Cattle Market roundabout would still suffer holdups as all traffic would pass at same level (railway crossing backups would still occur when barriers closed) those backups would still block the roundabout at times.”*

Living in the local consultation area, one to three days a month car user, employer’s business, leisure/recreation, long distance journeys

*“This option does not seem to provide any change to the Farndon roundabout, so the same problem would occur.”*

Living in the local consultation area, three days a week or more car user, leisure/recreation, long distance journeys

#### ■ Needs (further) grade separation

*“The roundabout at the Winthorpe to Showground junction is unsatisfactory. Delays here are regular on any day at any time. When traffic is coming or going to the Showground delays and dangerous driving behaviour is not acceptable. A grade separated junction is necessary.”*

Living in the local consultation area, three days a week or more car user, leisure/recreation, long distance journeys

*“This is the best overall option for the A46 as it leaves options open for future grade–separation of the A1133 Winthorpe Roundabout! Also Grade separation of Farndon needs to be added to the scheme to make this length of the A46 a consistent safe standard for drivers using it!”*

Living outside the local consultation area, less than once a month car user, leisure/recreation, long distance journeys

*“The decision not to include a grade separated junction at Farndon, and further south the inclusion of a roundabout for the Newark southern relief road, will potentially increase congestion and reduce safety.”*

Living outside the local consultation area, less than once a month car user, employer’s business, leisure/recreation, long distance journeys

#### ■ Increase in noise pollution

*“Any changes must address the additional noise that will result. Some form of sound barrier must be built to stop noise pollution in Winthorpe.”*

Living in the local consultation area, three days a week or more car user, leisure/recreation, long distance journeys

*“I object strongly to the flyover. I live in the Spinney and current traffic noise from the A46 has been increasing in recent years. With this option the traffic noise and air pollution would be greatly increase to an intolerable level.”*

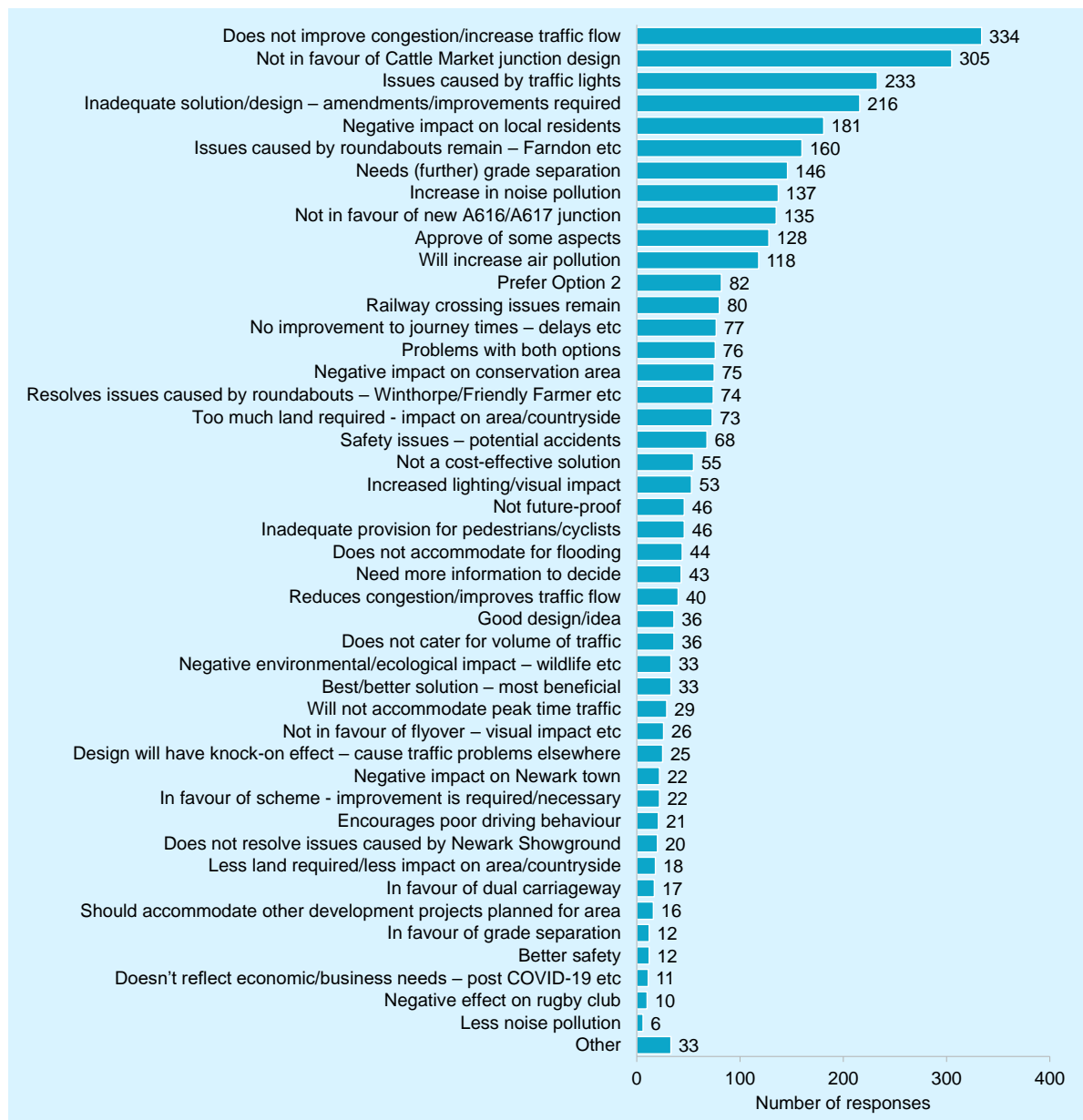
Living in the local consultation area, one to two days a week car user, leisure/recreation, long-distance journeys,

*“This will increase the noise and pollution in our village to levels that will have a impact on our heath. We all ready suffer from pollution and noise from the A1.”*

Living in the local consultation area, one to two days a week car user, long distance journeys

For ease of review, the summary of views expressed are shown in Figure 15.

**Figure 15: Question 9b - Please provide any further comments about Option 1:**



This chart was created from 932 who answered Question 9b  
 NB: More than one code could be assigned to each response

## Variations in views expressed about Option 1

Analysis of the codes allocated to the open responses by whether the respondent lives within the local consultation area is shown below.

The coded responses to the open question on Option 1 indicates that those living in the local consultation area are more concerned about the negative impact on local residents and noise pollution than those living outside the local consultation area and less concerned about it not improving congestion/increasing traffic flow or it needing further grade separation as Table 6 shows.

**Table 6: Variation in concerns about Option 1 by whether respondent lives in the local consultation area or not**

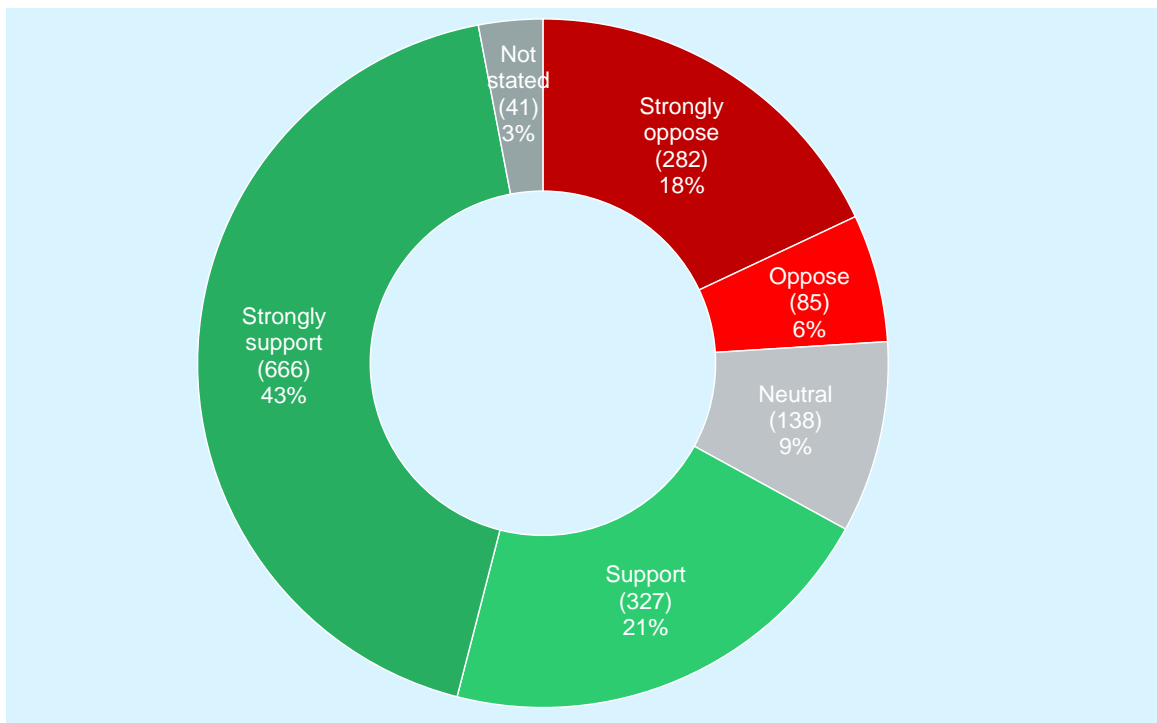
Concern	Live in local consultation area	Live outside local consultation area
Does not improve congestion/increase traffic flow	169 (31%)	165 (42%)
Negative impact on local residents	133 (25%)	48 (12%)
Increase in noise pollution	104 (19%)	33 (8%)
Needs (further) grade separation	66 (12%)	80 (20%)
<b>This table was created from those who answered Question 9b and who also gave their postcode</b>	<b>537</b>	<b>395</b>

## Option 2

When asked which response best represented their views on Option 2, 993 (65%) chose strongly support or support and 367 (24%) chose oppose or strongly oppose. One hundred and thirty-eight (9%) gave a neutral response and 41 (3%) did not express an opinion.

The details are shown in Figure 16.

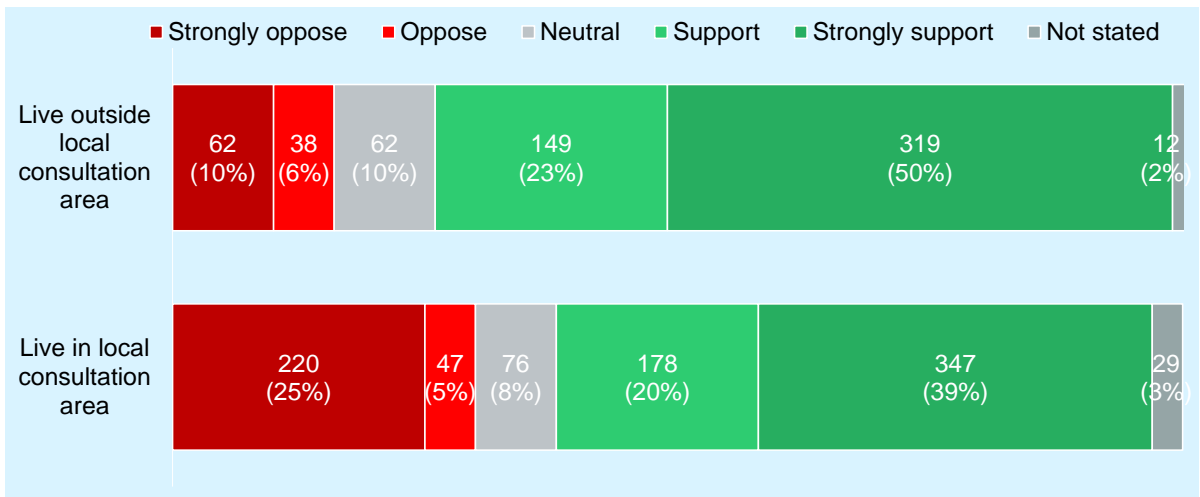
**Figure 16: Question 10a – Please tick the box that best represents your views on the Option 2:**



This chart was created from all 1,539 who responded using the consultation response form

Respondents who live in the local consultation area were more opposed to Option 2 than those who live outside the local consultation area. See Figure 17.

**Figure 17: Views on Option 2 by whether live in the local consultation area or not**



This chart was created from 897 who lived inside the local consultation area and 642 who lived outside the consultation area

### Additional comments received

Respondents were then invited to provide any comments they wished to add.

A total of 984 respondents gave additional comments about Option 2. The comments were coded into 3,526 response categories – an average of 3.6 per comment.

Overall, 22 of the 48 categories of comments were positive, 24 negative and two neutral. Slightly more of the response categories were positive than negative: 1,801 (51%) positive, 1,659 (47%) negative and 66 (2%) neutral.

The main positive comments about Option 2 were being in favour of Cattle Market junction design (291 responses), it reducing congestion/improving traffic flow (284 responses), it incorporating grade separation/flyover (268 responses), it being the best or better option (193 responses) and positive impact on local residents/traffic (96 responses).

The main negative comments about Option 2 were that it had a negative impact on local residents (201 responses), it was an inadequate solution/design with amendments/improvements required (172 responses), it would increase noise pollution (147 responses), issues caused by roundabouts/junctions remain (145 responses) and that Winthorpe junction layout should be improved including issues caused by Newark Showground (131 responses).

The following quotes illustrate the main positive comments about Option 2<sup>8</sup>:

■ In favour of Cattle Market junction design

*“Mainly because of the flyover at cattle market roundabout, it’s the best option to prevent holdups.”*

Living outside the local consultation area, one to three days a month car user, employer’s business, leisure/recreation, long distance journeys

*The solution for the Cattle Market roundabout is far better. It seems safer to have a continuous flow of vehicles on the main A46 route without traffic lights in the middle of the road. Option 2 is therefore much, much more preferable in that regard.*

Living outside the local consultation area, one to three days a month car user, employer’s business, leisure/recreation, long distance journeys

*I much prefer the Cattle Market roundabout on this solution. As I commute across this roundabout a lot, I feel this would make it easier and less congested at rush hour, so long as the slip roads off the A46 bypass are long enough for potential congestion.*

Living in the local consultation area, one to three days a month car user, work commuting, leisure/recreation

■ Reduces congestion/improves traffic flow

*“This would ease congestion going into Newark from surrounding Villages it should also help with the queues on Kelham in Newark.”*

Living outside the local consultation area, three days a week or more work car user, commuting, employer’s business, leisure/recreation

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<sup>8</sup> Please note that the quotes are a direct copy of the text received. Typos, spelling and grammatical errors have not been amended for the report

*Think this version is helpful all round and would greatly improve traffic flow.*

Living outside the local consultation area, one to two days a week car user, employer's business

*It should help to keep the traffic flowing right the way up to Winthorpe junction - it will improve traffic flow at the Friendly Farmer and Brownhills roundabout.*

Living in the local consultation area, three days a week or more work car user, work commuting, leisure/recreation, long distance journeys

■ Incorporates grade separation/flyover

*"The grade separated option at Cattle market is far preferable to Option 1 in terms of traffic capacity, operational simplicity and will be understood by drivers far more easily."*

Living outside the local consultation area, one to three days a month car user, work commuting, long distance journeys

*"I believe that grade separation at Cattle Market would be in the best interests for vehicles both bypassing Newark and those who live and work here."*

Living in the local consultation area, one to three days a month car user, employer's business, leisure/recreation, long distance journeys

■ Best/better option – most beneficial

*"The only truly viable and effective option. Prepares the area for future success."*

Living in the local consultation area, one to two days a week car user, employer's business, leisure/recreation, long distance journeys

*"In my opinion, it solves the problem of congestion, safety and the environment for better than option 1."*

Living outside the local consultation area, one to two days a week car user, employer's business, leisure/recreation, long distance journeys

*"Perfect solution, yes please in its entirety."*

Living in the local consultation area, three days a week or more work car user, work commuting, employer's business, leisure/recreation, long distance journeys

The following quotes illustrate the main negative comments about Option 2:

■ Negative impact on local residents – Winthorpe Village etc

*"I think that, for the population of Winthorpe, this would be a really bad choice.....the double dual carriageway from the Friendly Farmer junction would bring the traffic noise and pollution closer to the village."*

Living in the local consultation area, one to two days a week car and bus or coach user, leisure/recreation, long distance journeys



*“Moving the additional dual carriageway closer to Winthorpe would increase noise, light & air pollution in the village and would also destroy the natural break between the village and the industrial area. I disagree strongly with sacrificing the agricultural, land and old if not ancient woodland spinneys that help provide a barrier to the village.”*

Living in the local consultation area, three days a week or more car and HGV or LGV user, work commuting, employer’s business, leisure/recreation, long distance journeys

■ Inadequate solution/design – amendments/improvements required

*“Too complex, adding already to dangerous and complex road structures. No consideration for carbon footprint and environmental well-being. Please review and assess proposed options again.”*

Living in the local consultation area, one to three days a month car user, employer’s business, leisure/recreation

*“Although you solve the Cattle Market Junction problem you keep the problems at both ends with flat traffic light controlled junctions and if proceeded with will result in queues at both ends, especially at Winthorpe where all roads are very busy. This looks like a proposal that has been designed to fit a budget rather than a need.”*

Living outside the local consultation area, one to three days a month car user, long distance journeys

*“The proposal at Winthorpe is a bit excessive and doesn't really make sense.*

*The integration with the A1 is appalling and is clearly going to need to be resolved under a new scheme, even though it would be cheaper and easier to just add some extra link roads while you're building the flyover.*

*The flat roundabout at Farndon is just lazy. In the next 10 years there will be an investigation into why there are so many shunts and HGV rollovers here, as happens at every roundabout in the middle of a high-speed trunk road. Then you will begin a new scheme where you widen the roundabout, apply additional traffic lights, and provide additional signs on the approach. You've done it a thousand times before. Why are lessons never learned?”*

Living in the local consultation area, one to three days a month car user, leisure/recreation, long distance journeys

■ Increase in noise pollution

*“Definitely out of the question: the noise would be unbearable from Brownhills to Winthorpe roundabout, it's not needed in this area where there isn't a problem.”*

Living in the local consultation area, three days a week or more car user, work commuting, leisure/recreation

*“Noise will definitely increase as will vibration noise and light pollution from traffic. It is too close to the properties in Winthorpe.”*

Living in the local consultation area, three days a week or more car user, work commuting

*“It seems clear to me that the noise impact of Option 2 will be quite severe: increased traffic flows, increased speed and crucially a raised carriageway will amplify an already significant issue. Sound will readily spill across the town along the road corridor toward the castle. I do not know of any mitigation measures which will materially address this.”*

Living in the local consultation area, one to three days a month car user, leisure/recreation, long distance journeys

■ Issues caused by roundabouts/junctions remain – Farndon/A1 etc

*“However, the addition of traffic lights at the Farndon roundabout is not the answer. It will continue to be a bottleneck. With traffic being allowed to flow uninterrupted from Leicester to Winthorpe. Highways England will be investing into the future.”*

Living in the local consultation area, three days a week or more car user, leisure/recreation, long distance journeys

*“This is the best option as it stands. However, this Farndon roundabout MUST be sorted out as well. It needs either an underpass or flyover to let the A46 traffic continue to flow unrestricted towards the Cattle Market roundabout and return.*

*Putting a flyover/underpass at both roundabouts will stop any tailbacks and slow traffic.”*

Living in the local consultation area, three days a week or more car and motorcycle user, leisure/recreation

*“Still got roundabouts - still going to have bottlenecks!”*

Living outside the local consultation area, one to two days a week car user, work commuting

■ Winthorpe junction layout should be improved – resolve issues caused by Newark Showground etc

*“Winthorpe Junction: To put in an enlarged island is not the answer when there is already congestion here.*

*A flyover is needed to maintain a constant flow of traffic as is proposed at the cattle market island.”*

Living in the local consultation area, one to two days a week car user, work commuting, employer’s business, leisure/recreation, long distance journeys

*“I think it would be even better if it had the Winthorpe Junction from Option One. Traffic flow would be better and it reduced the opportunity for accidents on an already busy roundabout.”*

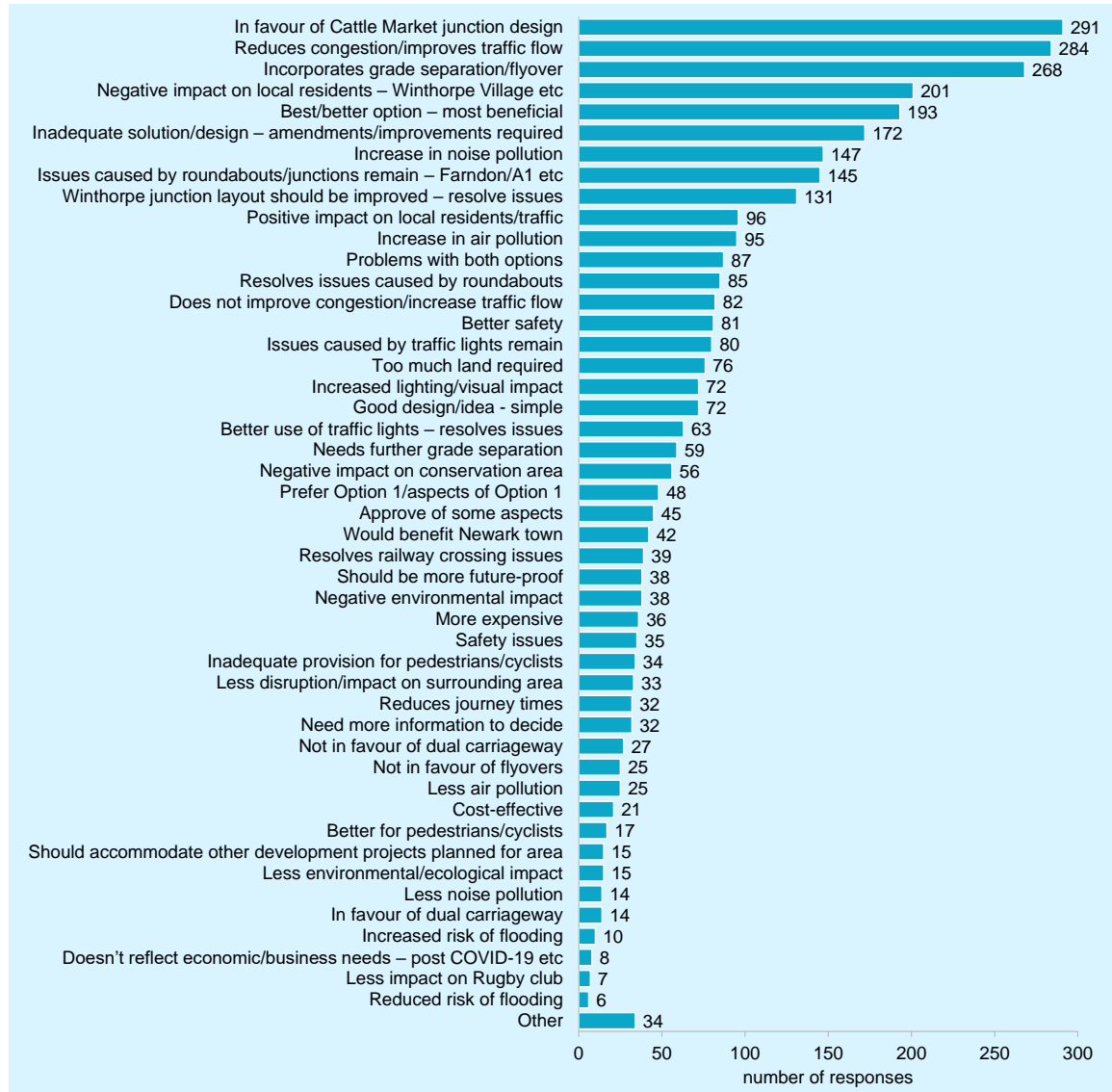
Living outside the local consultation area, less than once a month car user, leisure/recreation, long distance journeys

*“The traffic lights at the Winthorpe roundabout will not alleviate the traffic flow problem during shows at the showground.”*

Living in the local consultation area, one to two days a week car user, leisure/recreation

For ease of review, the summary of views expressed are shown in Figure 18.

**Figure 18: Question 10b – Please provide any further comments about Option 2:**



This chart was created from 984 respondents who answered Question 10b  
 NB: More than one code could be assigned to each response

## Variations in views expressed about Option 2

Analysis of the codes allocated to the open responses by whether respondent lives within the local consultation area is shown below.

The coded responses to the open question on Option 2 indicates that those living in the local consultation area are more concerned about the negative impact on local residents and noise pollution than those living outside the local consultation area and less concerned about it not improving congestion/increasing traffic flow or being in favour of Cattle Market junction design as Table 7 shows.

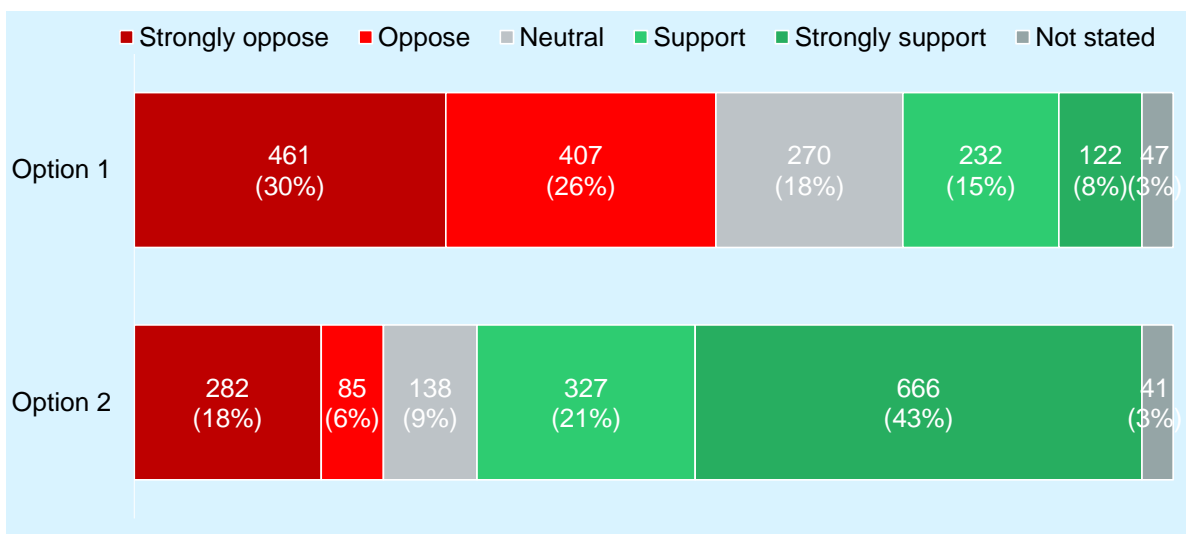
**Table 7: Variation in concerns about Option 2 by whether respondent lives inside the local consultation area**

Concern	Live in local consultation area	Live outside local consultation area
Reduces congestion/improves traffic flow	149 (26%)	135 (33%)
In favour of Cattle Market junction design	150 (26%)	141 (34%)
Negative impact on local residents – Winthorpe Village etc	147 (26%)	54 (13%)
Increase in noise pollution	113 (20%)	34 (8%)
<b>This table was created from all who answered Question 10b and who also gave their postcode</b>	<b>570</b>	<b>414</b>

## Summary of support for the two options

There was a clear preference for Option 2 over Option 1, with 993 (65%) supporting Option 2 (43% strongly in favour), compared to 354 (23%) strongly supporting Option 1 (with 8% strongly in favour).

**Figure 19: Support for each of the options**



This chart was created from 1,539 who responded using the consultation response form

## 3.5 Layout Options

After the specific questions on the two options questions were posed about different layouts for:

- Cattle Market junction
- The link between the A1 and Winthorpe junction.

### Layout for Cattle Market junction

The following question (Q11a) was posed about the layout for Cattle Market junction:

*“Different layouts for Cattle Market junction are presented within Option 1 and Option 2 (this can be seen on page 6 of the consultation brochure)*

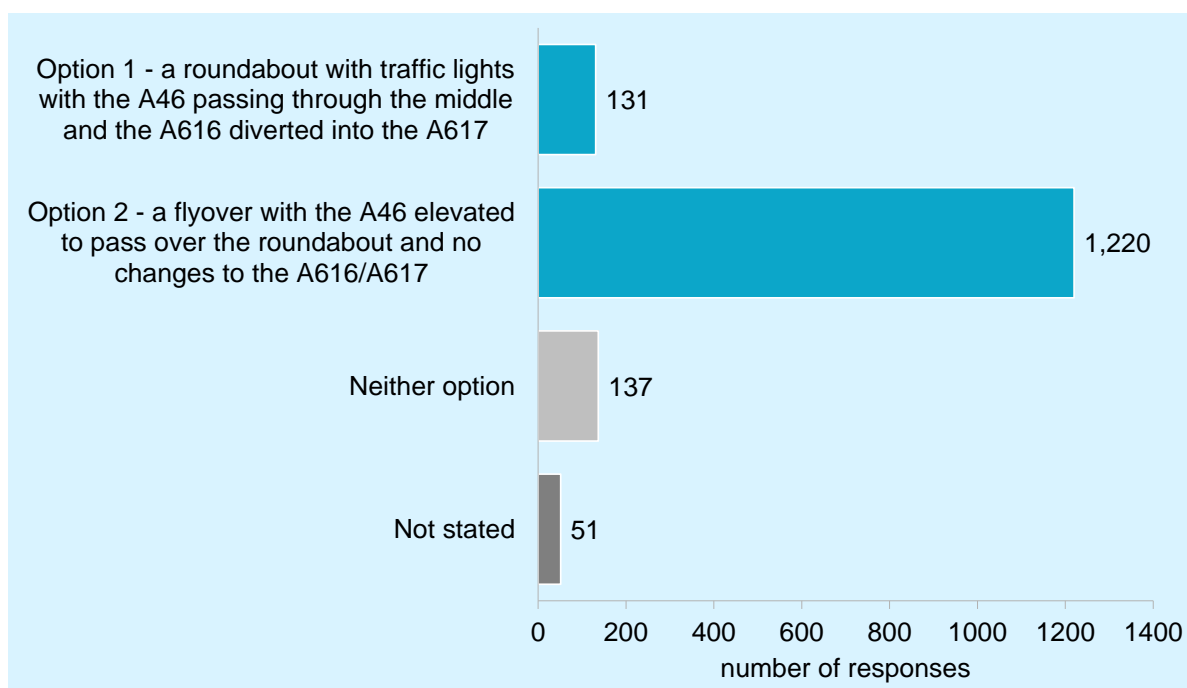
Which option for Cattle Market junction do you believe would be the most beneficial?"

The options were:

- Option 1 - a roundabout with traffic lights with the A46 passing through the middle and the A616 diverted into the A617
- Option 2 - a flyover with the A46 elevated to pass over the roundabout and no changes to the A616/A617
- Neither option

Option 2 was very strongly preferred with 1,220 (79%) choosing that compared to 131 (9%) for Option 1. For 137 (9%) neither option was selected.

**Figure 20: Question 11a - Which option for Cattle Market junction do you believe would be the most beneficial?**



This chart was created from 1,539 who responded using the consultation response form

## Additional comments received

Respondents were then invited to provide any comments they wished to add.

A total of 612 respondents gave additional comments about the options for the Cattle Market junction. The comments were coded into 1,539 response categories – an average of 2.5 per comment.

The main comments were:

- 'Reduces congestion/improves traffic flow' (239 responses: 225 from those who chose Option 2, 8 from those who chose Option 1)
- 'In favour of grade separation/flyover' (185 responses)

- 'Prefer Option 2 – better than Option 1' (137 responses)
- 'Inadequate solution – amendments/improvements required' (86 responses: 10 from those who chose Option 1, 53 from those who chose Option 2, 21 from those who chose neither option)
- 'Issues caused by traffic lights' (85 responses: 3 from those who chose Option 1, 76 from those who chose Option 2, 6 from those who chose neither option)
- 'Better safety' (77 responses: 6 from those who chose Option 1, 68 from those who chose Option 2, 2 from those who chose neither option)
- 'Less impact on local residents/traffic' (69 responses: 3 from those who chose Option 1, 52 from those who chose Option 2, 14 from those who chose neither option).

The following quotes illustrate the main comments about the options for the Cattle Market junction<sup>9</sup>:

- Reduces congestion/improves traffic flow

*“Will assist greatly with traffic flow.” (Option 2)*

Living outside the local consultation area, three days a week or more car user, employer's business, long distance journeys

*“It makes more sense to have a flyover at this junction to ease the flow of traffic.” (Option 2)*

Living in the local consultation area, three days a week or more car user, work commuting, leisure/recreation

*“I think this is the best solution as the majority of traffic will slow unhindered. Roundabouts cause delays and frustration. You only have to consider how much better traffic flow is on the A1 since the roundabouts at Colsrerworth, Gonerby Moor, Tuxford, Glane Ends and Blyth were removed.” (Option 2)*

Living in the local consultation area, one to two days a week car, HGV or LGV and motorcycle user, work commuting, employer's business, leisure/recreation

- In favour of grade separation/flyover

*“Grade separation at Cattle Market roundabout is essential. Environmentally, this option reduces the amount of work required in a flood zone and will not impact the archaeology in this area. Minimising the amount of work on the local authority roads will also reduce the impact of traffic congestion through the construction phase. A grade separated junction would operate much more efficiently, both on the strategic road network and the local authority network, reducing the interface, improving journey time reliability and road safety. Delays on the A46 associated with the level crossing of*

<sup>9</sup> Please note that the quotes are a direct copy of the text received. Typos, spelling and grammatical errors have not been amended for the report

*the Nottingham-Lincoln line with Great North Road would be eliminated.”*

Living outside the local consultation area, one to three days a month car user, leisure/recreation, long distance journeys

*“I would fully support the flyover, for safety and congestion reasons.”*

Living outside the local consultation area, three days a week or more car user, work commuting, leisure/recreation, long distance journeys

*“Grade separation more appropriate for long distance route for safety, capacity and pollution levels.”*

Living outside the local consultation area, less than once a month car user, long distance journeys

#### ■ Prefer Option 2 – better than Option 1

*“I just think option 2 with a flyover is more simpler and keeps the A46 traffic moving and has less environmental impact than option 1 as it avoids altering the A616/A617 as much as option 1 would.”*

Living in the local consultation area, one to two days a week car user, employer’s business, leisure/recreation, long distance journeys

*“Option 2 has to be the best option. As the bulk of the traffic using the roundabout is A46 traffic. This will remove them from the roundabout completely.”*

Living in the local consultation area, one to two days a week car user, one to two days a week car user, leisure/recreation, long distance journeys

#### ■ Inadequate solution – amendments/improvements required

*“Would still prefer modification to A616/A617 to reduce access to roundabout to four points instead of 5.” (Option 2)*

Living in the local consultation area, three days a week or more car user, leisure/recreation, long distance journeys

*“Options for leaving the A46 at grade and taking the A616/A617 over should be explored.” (Option 2)*

Living outside the local consultation area, less than once a month car user, employer’s business, leisure/recreation, long distance journeys

*“Sort Farndon roundabout too. Why isn’t this being grade separated?” (Option 1)*

Living outside the local consultation area, less than once a month car user, long distance journeys

*“Traffic lights should be added to Farndon junction for peak time traffic as a matter of urgency.” (neither)*

Living in the local consultation area, three days a week or more car user, leisure/recreation, school pick up/drop off, long distance journeys

#### ■ Issues caused by traffic lights

*“Traffic lights and a roundabout? The purpose of a roundabout is to ease the flow of traffic at a junction. Traffic lights serve to stop traffic and at the junction would cause tailbacks rather than prevent them.” (neither)*

Living outside the local consultation area, one to two days a week car and motorcycle user, work commuting, employer’s business, leisure/recreation, long distance journeys

*“Traffic lights would not help to ease congestion at this roundabout.” (Option 2)*

Living outside the local consultation area, one to two days a week car user, employer’s business, leisure/recreation

*“Traffic light on the existing roundabout will be counter productive and delay traffic instead of getting it moving.” (Option 2)*

Living outside the local consultation area, one to two days a week car user, leisure/recreation, long distance journeys

#### ■ Better safety

*“Much safer.... it is a dangerous roundabout currently because of the speed A46 through traffic approaches the roundabout.” (Option 2)*

Living in the local consultation area, one to two days a week car user, work commuting, leisure/recreation, long distance journeys

*“Option 2 will be clearly the safest + most environmentally friendly.” (Option 2)*

Living in the local consultation area, one to three days a month car user, leisure/recreation

#### ■ Less impact on local residents/traffic

*“Leaves locals alone whilst creating efficiency for the A46 road users.” (Option 2)*

Living outside the local consultation area, three days a week or more work car user, commuting, employer’s business, leisure/recreation, long distance journeys

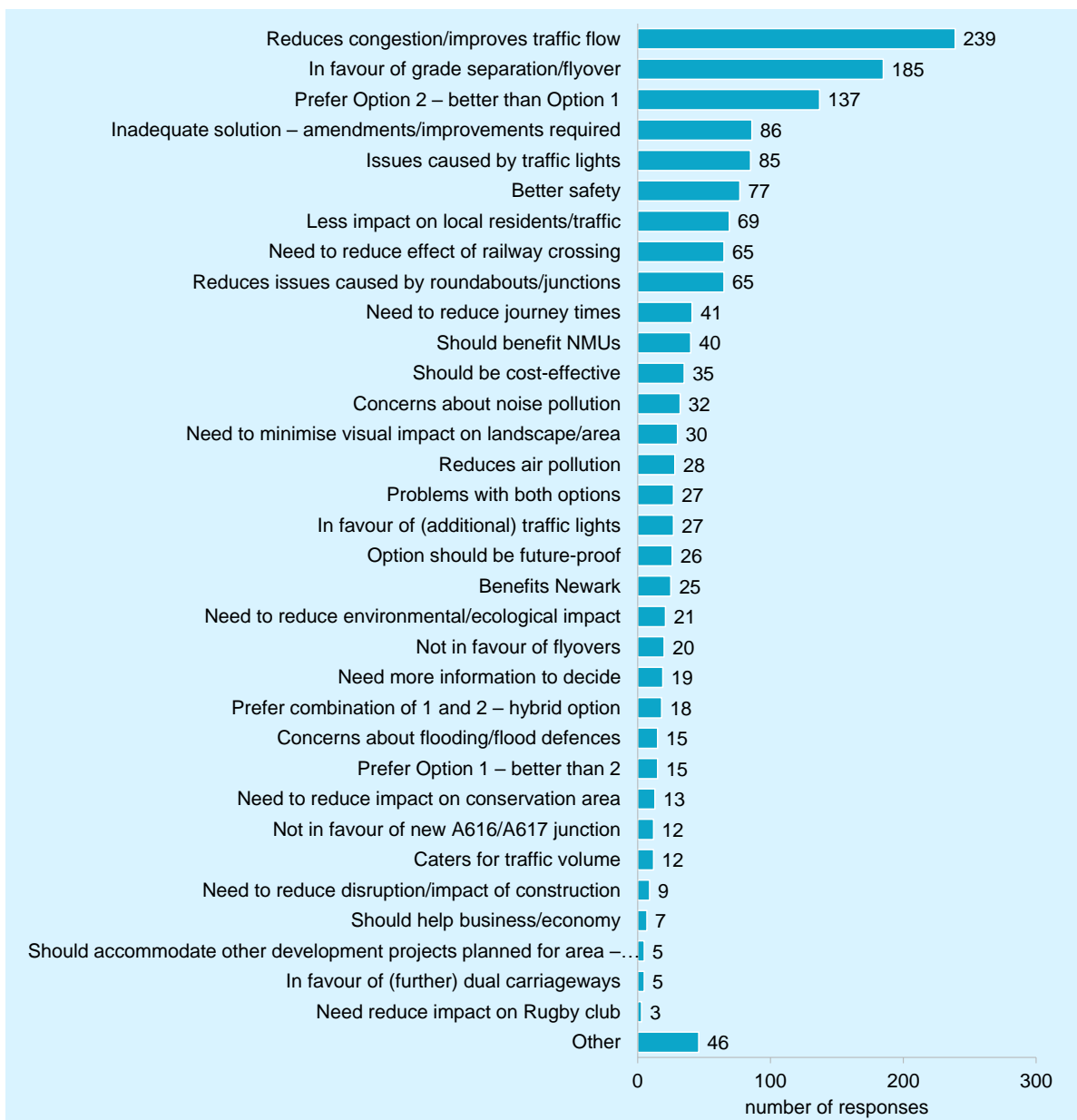
*“A grade-separated junction will result in some visual and landscape harm, the junction is very unusual in that a bypass is so close to the historic centre of Newark. This visual and landscape harm is in my view outweighed by the economic and social benefits that fully separating local and through traffic will bring.” (Option 2)*

Living outside the local consultation area, one to three days a month car user, employer’s business, leisure/recreation

For ease of review, the summary of views expressed are shown in Figure 21.



**Figure 21: Question 11b - Please provide any further comments you would like to add:**



This chart was created from 612 respondents who answered Question 11b  
 NB: More than one code could be assigned to each response

## Layout for the link between the A1 and Winthorpe junction

The following question (Q12a) was posed about the layout for Winthorpe junction:

*“Different layouts for the link between the A1 and Winthorpe junction are presented within Option 1 and Option 2 (this can be seen on page 7 of the consultation brochure)*

*“Which option for Winthorpe junction do you believe would be the most beneficial?”*

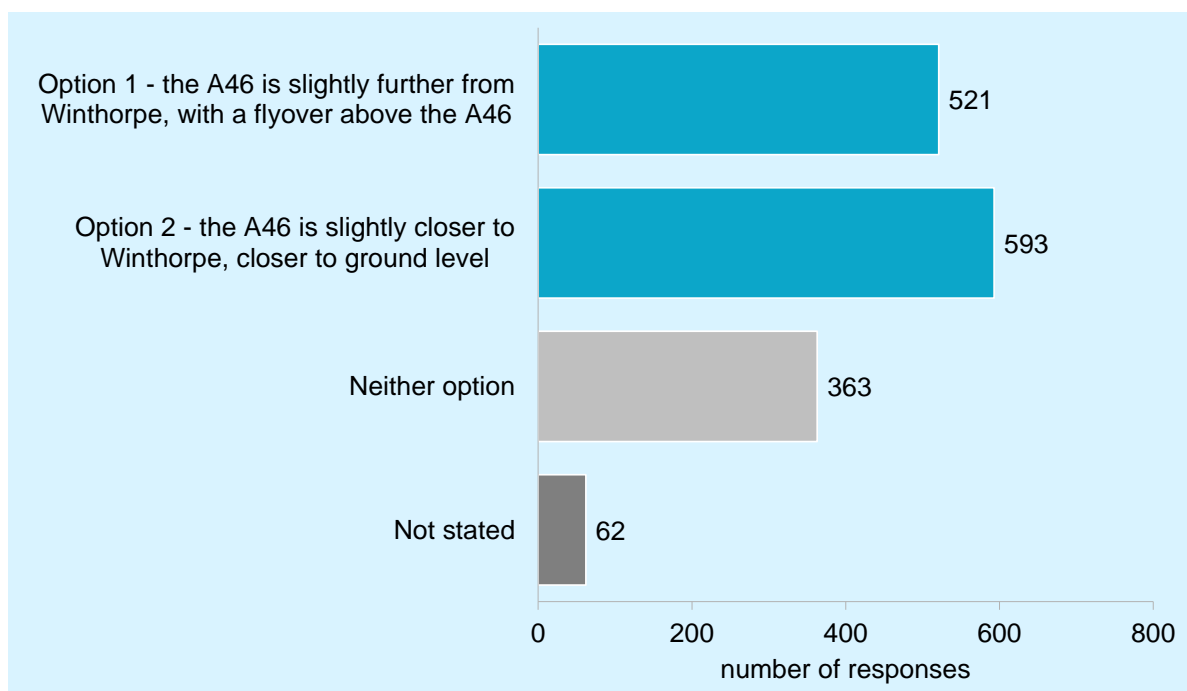
The options were:

- Option 1 - the A46 is slightly further from Winthorpe, with a flyover above the A46

- Option 2 - the A46 is slightly closer to Winthorpe, closer to ground level
- Neither

Option 2 was preferred with 593 (39%) choosing that compared to 521 (34%) for Option 1. For 363 (24%) neither option was selected.

**Figure 22: Question 12a - Which option for Winthorpe junction do you believe would be the most beneficial?**



This chart was created from 1,539 who responded using the consultation response form

## Additional comments received

Respondents were then invited to provide any comments they wished to add.

A total of 567 respondents gave additional comments about the options for Winthorpe junction. The comments were coded into 1,760 response categories – an average of 3.1 per comment.

The main comments were:

- 'Impact on local residents/traffic should be considered' (219 responses: 47 from those who chose Option 1, 37 from those who chose Option 2, 133 from those who chose neither option)
- 'Inadequate solution – amendments/improvements required' (149 responses: 38 from those who chose Option 1, 19 from those who chose Option 2, 91 from those who chose neither option)
- 'Reduces congestion/improves traffic flow' (143 responses: 45 from those who chose Option 1, 55 from those who chose Option 2, 41 from those who chose neither option)
- 'Problems with both options' (108 responses: 6 from those who chose Option 1, 9 from those who chose Option 1, 91 from those who chose neither option)

- ‘Increase in noise pollution – mitigation required’ (108 responses: 13 from those who chose Option 1, 16 from those who chose Option 2, 78 from those who chose neither option)
- ‘Need to resolve issues at Winthorpe junction - Newark Showground etc’ (82 responses: 20 from those who chose Option 1, 17 from those who chose Option 2, 44 from those who chose neither option)
- ‘Need to reduce issues caused by roundabouts/junctions’ (80 responses: 35 from those who chose Option 1, 18 from those who chose Option 2, 25 from those who chose neither option)
- ‘In favour of grade separation/flyover’ (76 responses: 40 from those who chose Option 1, 16 from those who chose Option 2, 19 from those who chose neither option)

The following quotes illustrate the main comments about the options for Winthorpe junction<sup>10</sup>:

- Impact on local residents/traffic should be considered

*“Both options are too close to Winthorpe. They would impact visually on Parkland. Both would increase noise and air pollution. Other routes have not been properly considered.” (neither)*

Living in the local consultation area, one to two days a week, bus or coach user, leisure/recreation

*“I don't think the options have given sufficient consideration to residents of Winthorpe and will only increase congestion for the village; rather than ease the situation.*

*There must be other options which will have less direct impact on Winthorpe; particularly the conservation area which will be impacted by the 2 options proposed.” (neither)*

Living in the local consultation area, one to two days a week car, bus or coach and motorcycle user, leisure/recreation, long distance journeys

*“The proposals do not address the congestion and tailbacks at the Winthorpe and Farndon roundabouts. As a Collingham resident I am particularly concerned about tailbacks on the A1133 from the Winthorpe roundabout. Increased traffic and the Option 2 siting would add to the A1133 tailbacks.” (neither)*

Living outside the local consultation area, one to two days a week car user, employer's business, leisure/recreation, long distance journeys

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<sup>10</sup> Please note that the quotes are a direct copy of the text received. Typos, spelling and grammatical errors have not been amended for the report

■ Inadequate solution – amendments/improvements required

*“I think you should investigate further options either to the North of Winthorpe in corridor C, and to push the existing proposals further South over the showground land and away from Winthorpe.*

*Also you have omitted the footpath over the A46 from Hargan Lane to the showground from your plans. Used by at least 3 people per day.” (neither)*

Living in the local consultation area, three days a week or more car user, leisure/recreation, school pick up/drop off, long distance journeys

*“Making the existing A46 dual carriageway and eliminating the roundabouts is the better option.*

*Keep the A46 flowing and create a roundabout free junction with the A1.*

*A flyover across Brownhills roundabout and removal of the Friendly Farmer roundabout from A46 through traffic (as current) will keep all long distance/industrial traffic slowing.” (neither)*

Living in the local consultation area, three days a week or more car and motorcycle user, work commuting, leisure/recreation, long distance journeys

*“However, have the Winthorpe junction as the same design as Cattle Market option 2.” (Option 2)*

Living outside the local consultation area, three days a week or more car user, work commuting, leisure/recreation, long distance journeys

■ Reduces congestion/improves traffic flow

*“Best option for traffic flow.” (Option 1)*

Living in the local consultation area, three days a week or more car and motorcycle user, leisure/recreation

*“Appears that this will improve traffic flow.” (Option 2)*

Living in the local consultation area, less than once a month car user, leisure/recreation

■ Problems with both options

*“Neither option addresses the issues of A1/A17 intersections as they remain mainly unchanged. The elevated section will cause noise & pollution to local residents. The design needs to be viewed with a view to addressing the larger problems of the road system intersections.*

*This scheme only addresses the A46 and not the road systems. A long term solution not a short term fix please.” (neither)*

Living in the local consultation area, three days a week or more car user, leisure/recreation, school pick up/drop off, long distance journeys

*“Both options are going to increase the noise pollution, air pollution and traffic vibrations suffered by Winthorpe already. I also think the*

*roundabout at Winthorpe will become the new congestion point.”  
(neither)*

Living in the local consultation area, three days a week or more car user, work commuting, employer’s business, leisure/recreation, school pick up/drop off, long distance journeys

*“Neither option is "closer to ground level" they both involve a flyover!*

*Both options plonk all the A46 traffic, from either 1 or 2 dual carriageways onto a roundabout, if you want to improve the flow here you would put the A46 under the junction as you propose at the cattle market roundabout.*

*Both versions are worse than existing as the traffic arriving at the Winthorpe roundabout will be faster and more intense and will dominate the flow of the roundabout.” (neither)*

Living outside the local consultation area, three days a week or more car user, work commuting, employer’s business, leisure/recreation, school pick up/drop off, long distance journeys

■ Increase in noise pollution – mitigation required

*“Traffic noise/pollution is already bad in Winthorpe, both of the options are poor as both will increase both noise and pollution.*

*It is also worrying that the map on page 3 re environmental constraints only has 2 small 'noise important areas' near Winthorpe.”  
(neither)*

Living in the local consultation area, three days a week or more car user, work commuting, leisure/recreation, long distance journeys

*“There undoubtedly will be a significant increase in the noise level, vibration, light and air pollution .... There are no clear plans to provide mitigation measures for those residents affected. Not enough effort has been made to explore alternative options.” (neither)*

Living in the local consultation area, one to two days a week or more car user, leisure/recreation, long distance journeys

■ Need to resolve issues at Winthorpe junction - Newark Showground etc

*“A flyover at the Winthorpe junction would be the better layout to keep traffic flowing better especially when there's a function at Newark showground the traffic lights would cause road congestion at the Winthorpe junction. The A1 flows better now there's no roundabouts on it.” (Option 1)*

Living in the local consultation area, three days a week or more car user, work commuting, leisure/recreation

*“The complex junction at Winthorpe needs much more research. It not only allows transfer between A46 and A1 but also A17 (a major route into Lincolnshire and Norfolk from the North) and the main road into Newark centre, the mainline and Cross country rail stations. The A1 and A46 carriageways should be free flowing routes, with major junctions off to the side.” (neither)*

Living outside the local consultation area, one to two days a week car user, work commuting, employer’s business, leisure/recreation, long distance journeys

*“The Winthorpe junction is badly designed for both options and will soon be congested like Farndon.” (neither)*

Living outside the local consultation area, less than once a month car user, leisure/recreation

■ Need to reduce issues caused by roundabouts/junctions

*The Friendly Farmer roundabout is already too complicated - many drivers struggle with it, option 1 makes this worse. option 2 doesn't improve it. So neither option is good.” (Option 2)*

Living outside the local consultation area, one to three days a month car user, leisure/recreation, long distance journeys

*“Careful planning needs to allow for traffic queues at the showground. Traffic from here often backs up onto the roundabout. Traffic lights on an already clogged roundabout just add to the frustration. Improving access TO the roundabout doesn't help anyone if the roundabout is blocked by queues. A third lane for right turning traffic going to the showground would help.” (Option 1)*

Living outside the local consultation area, one to three days a month car user, leisure/recreation

■ In favour of grade separation/flyover

*“Option 2 requires new flyover at Winthorpe roundabout.” (Option 2)*

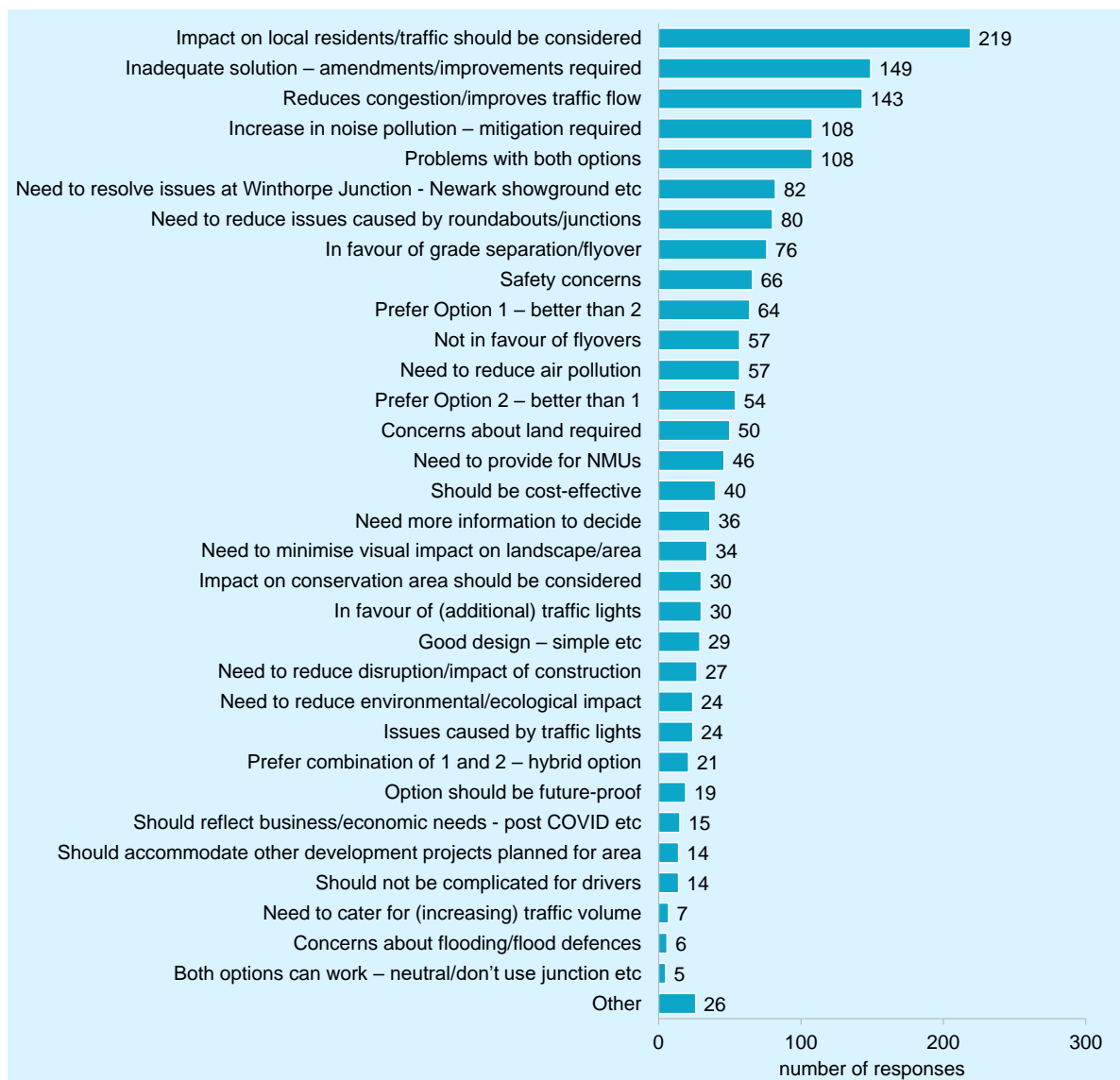
Living in the local consultation area, three days a week or more van user, leisure/recreation, long distance journeys

*“Roundabout junctions at either end - should be entirely grade separated route. This would be consistent with long-term objective to make the A46 expressway from the M50 to Lincoln at least.” (Option 1)*

Living outside the local consultation area, less than once a month car user, long distance journeys

For ease of review, the summary of views expressed are shown in Figure 23.

**Figure 23: Question 12b - Please provide any further comments you would like to add:**



This chart was created from 567 respondents who answered Question 12b  
 NB: More than one code could be assigned to each response

### 3.6 Concerns about Particular Issues

After the specific questions on the options and layouts the following question (Q13) was posed:

*“Do you have any concerns about particular issues in relation to this scheme? Please list any issues and your reasons why. You may include issues such as road safety, journey time, congestion, construction, landscape and scenery, impact on residential properties, air quality and noise.”*

A total of 852 respondents gave feedback.

The concerns expressed tended to repeat those made in the responses to earlier questions. The most widely cited were:

- Noise pollution – mitigation required (271 responses)
- Negative impact on local residents – properties etc (262 responses).
- Inadequate solution – amendments/improvements required (213 responses)

In addition to ‘Noise pollution – mitigation required’ which was the most cited concern, other important environmental concerns were:

- Air pollution (197 responses)
- Visual impact – landscaping required (133 responses)
- Environmental/ecological impact – mitigation required (98 responses)

Other key concerns were:

- Need to reduce congestion/improve traffic flow (210 responses)
- Safety (144 responses)
- Negative impact of construction – duration etc (131 responses)
- Need to resolve issues caused by roundabouts (112 responses)

The following quotes illustrate the findings<sup>11</sup>:

- Noise pollution – mitigation required

*“The overriding thing for me is noise. The current A46 is too noisy. Especially first bridge travelling North.”*

Living in the local consultation area, three days a week or more car user, work commuting, employer’s business, leisure/recreation

*“Noise and then landscaping are the two most important points for me.*

*The Winthorpe junction/roundabout will be a new Northern Gateway to the town and must look "beautiful".”*

Living in the local consultation area, three days a week or more car user, work commuting, employer’s business, leisure/recreation, school pick up/drop off, long distance journeys

*“Noise levels without major action taken to reduce them and feedback as to how this will be done is a major concern.”*

Living in the local consultation area, one to two days a week car user, leisure/recreation

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<sup>11</sup> Please note that the quotes are a direct copy of the text received. Typos, spelling and grammatical errors have not been amended for the report



■ Negative impact on local residents – properties etc

*“Impact on residential properties at Winthorpe with either option. Option 1 has less impact.”*

Living in the local consultation area, three days a week or more bus or coach user, leisure/recreation

*“It is important that consideration is given to local residents quality of life in their homes as some residents will be hugely affected by increased noise levels for instance.”*

Living in the local consultation area, one to three days a month car user, leisure/recreation, long distance journeys

■ Inadequate solution – amendments/improvements required

*“I would prefer there to be a hybrid if option 1 and 2, to include the option 1 proposals at Winthorpe and option 2 at Cattle Market.*

*In line with expressway policy I also think that this scheme should aim to provide grade separation for the A46 throughout. The decision not to include a grade separated junction at Farndon, and further south the inclusion of a roundabout for the Newark southern relief road, will potentially increase congestion and reduce safety.”*

Living outside the local consultation area, less than once a month car user, employer’s business, leisure/recreation, long distance journeys

*“Traffic heading east on the A46 and joining the A1 north will still have to negotiate Brownhills roundabout to access the A1. A new access sliproad to the A1 north from the A46 east would be beneficial.”*

Living in the local consultation area, one to two days a week car user, leisure/recreation

■ Need to reduce congestion/improve traffic flow

*“Very concerned re congestion on the Lord Ted roundabout. This needs to be reduced.”*

Living in the local consultation area, one to two days a week car user, work commuting, leisure/recreation, long distance journeys

*“Congestion at Farndon roundabout. The old A46 through Farndon becomes a cut through, can traffic calming measures be included through Farndon?”*

Living in the local consultation area, three days a week or more car and motorcycle user, work commuting, employer’s business, leisure/recreation, long distance journeys

*“Farndon junction and Winthorpe junction are being overlooked. Congestion will not be eliminated but shifted to other areas.”*

Living in the local consultation area, one to three days a month car and motorcycle user, work commuting, leisure/recreation, long distance journeys

## ■ Air pollution

*“I feel air quality and noise will become worse with either option.”*

Living in the local consultation area, one to two days a week car user, work commuting, leisure/recreation, long distance journeys

*“Air quality suffers when vehicles are stop/starting in congestion and for roundabouts.”*

Living outside the local consultation area, one to two days a week car user, work commuting

## ■ Safety

*“Friendly Farmer an A1/A46 roundabouts appear to have road safety issues.”*

Living in the local consultation area, One to three days a month car and bus or coach user, leisure/recreation, long distance journeys

*“You have not addressed the issue of safe access and egress from the A1. Many accidents have occurred with queuing traffic getting off the A1. I would consider this more important than traffic flow on the A46.”*

Living in the local consultation area, one to three days a month car user, leisure/recreation, long distance journeys

## ■ Visual impact – landscaping required

*“Regarding the environment. The roundabouts around Newark are a disgrace. More consideration should be given to the environment. More vegetation, wild flowers, etc. The Lord Ted roundabout is the worst. A lot more could be done. It's a pitiful entrance to Newark.”*

Living in the local consultation area, one to two days a week car user, leisure/recreation

*“Plenty of landscaping please.”*

Living outside the local consultation area, three days a week or more car user, work commuting, leisure/recreation, long distance journeys

*“Landscaping is important with any scheme and I would hope if there are any shrub/tree casualties due to construction they would be replaced and added to.”*

Living outside the local consultation area, three days a week or more car and HGV or LGV user, leisure/recreation, long distance journeys

## ■ Negative impact of construction – duration etc

*“Just the additional volume of traffic during any work. Adding further congestion to Newark.”*

Living in the local consultation area, one to two days a week car and bus or coach user, leisure/recreation

*“Massive disruption to traffic flow, noise, air pollution and everything else involved in the construction phase.”*

Living in the local consultation area, one to two days a week car and bus or coach user, leisure/recreation

■ Need to resolve issues caused by roundabouts

*“There is a huge need to relieve pressure on the Brownhills roundabout when there is the effective meeting of three, heavily used, major trunk roads - A1 A17, A46.”*

Living outside the local consultation area, Three days a week or more car user, leisure/recreation, long distance journeys

*“Both options still retain a roundabout at Winthorpe junction which I think should have a flyover constructed above it to keep traffic flowing more smoothly.*

*Traffic flow has massively improved with the roundabout removal on the A1 - please take heed.”*

Living in the local consultation area, one to two days a week car, HGV or LGV, and motorcycle user, work commuting, employer’s business, leisure/recreation, long distance journeys

■ Environmental/ecological impact – mitigation required

*“Biggest concern is loss of trees and other habitats.*

*I walk in the area daily and appreciate the abundance of wildlife, including in the trees along the existing route of the A46. The view from river view will also be ruined.”*

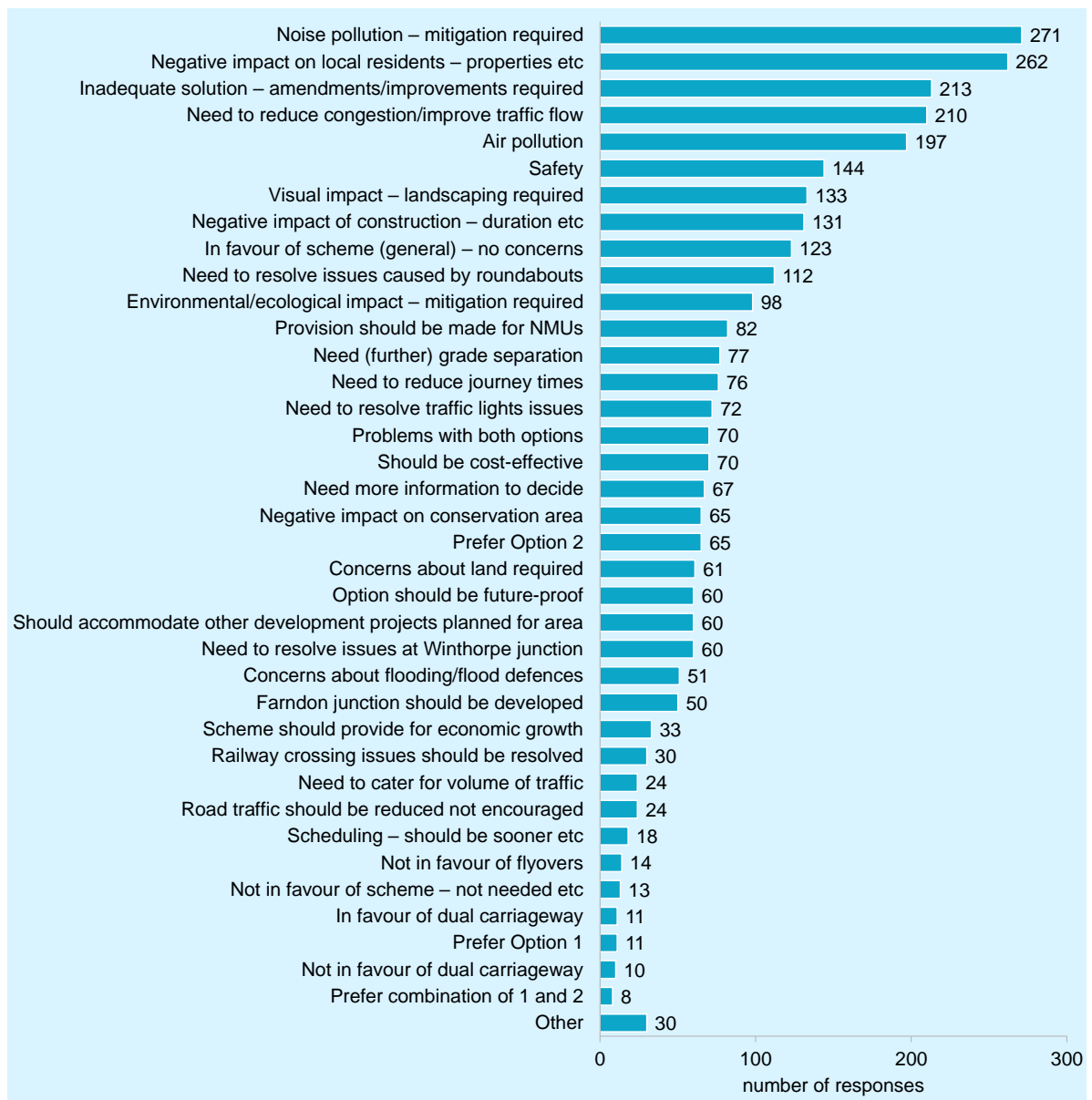
Living in the local consultation area, one to three days a month car user, leisure/recreation

*“My main concerns would be around landscape and nature conservation.”*

Living in the local consultation area, one to two days a week car user, leisure/recreation, long distance journeys

For ease of review, the summary of views expressed are shown in Figure 24.

**Figure 24: Question 13 - Do you have any concerns about particular issues in relation to this scheme? Please list any issues and your reasons why. You may include issues such as road safety, journey time, congestion, construction, landscape and scenery, impact on residential properties, air quality and noise.**



This chart was created from 870 who answered Question 13  
 NB: More than one code could be assigned to each response.

### Variations in views expressed

More of those living inside the local consultation area were concerned about ‘noise pollution – mitigation required’ than those living outside the local consultation area:

- 213 (40%) out of 538 living inside the local consultation area
- 58 (17%) out of 332 living outside the local consultation area.

More of those living inside the local consultation area were concerned about 'air pollution' than those living outside the local consultation area:

- 142 (26%) out of 538 living inside the local consultation area
- 55 (17%) out of 332 living outside the local consultation area.

More of those living inside the local consultation area were concerned about 'negative impact on local residents – properties etc' than those living outside the local consultation area:

- 213 (40%) out of 538 living inside the local consultation area
- 49 (15%) out of 332 living outside the local consultation area.

More of those living outside the local consultation area were concerned about 'need to reduce congestion/improve traffic flow' than those living inside the local consultation area:

- 96 (29%) out of 332 living outside the local consultation area
- 114 (21%) out of 538 living inside the local consultation area.

### 3.7 Respondent Feedback on the Consultation Process

Respondents were asked about the following aspects of the consultation process:

- How they found out about the consultation and how they found out more about the scheme
- Views on the material provided
- How to engage with them in the future.

The questions were introduced as follows:

*“To help us improve how we consult in future, we would be grateful if you could answer the questions below.”*

#### Finding out about the consultation

Respondents were asked:

*“How did you hear about the consultation?”*

The most common way was through a brochure received in the post. This was reported by 743 out of 1,539 respondents (48%). The next most frequently cited sources were social media (589 respondents, 38%) and printed media (397 respondents, 26%).

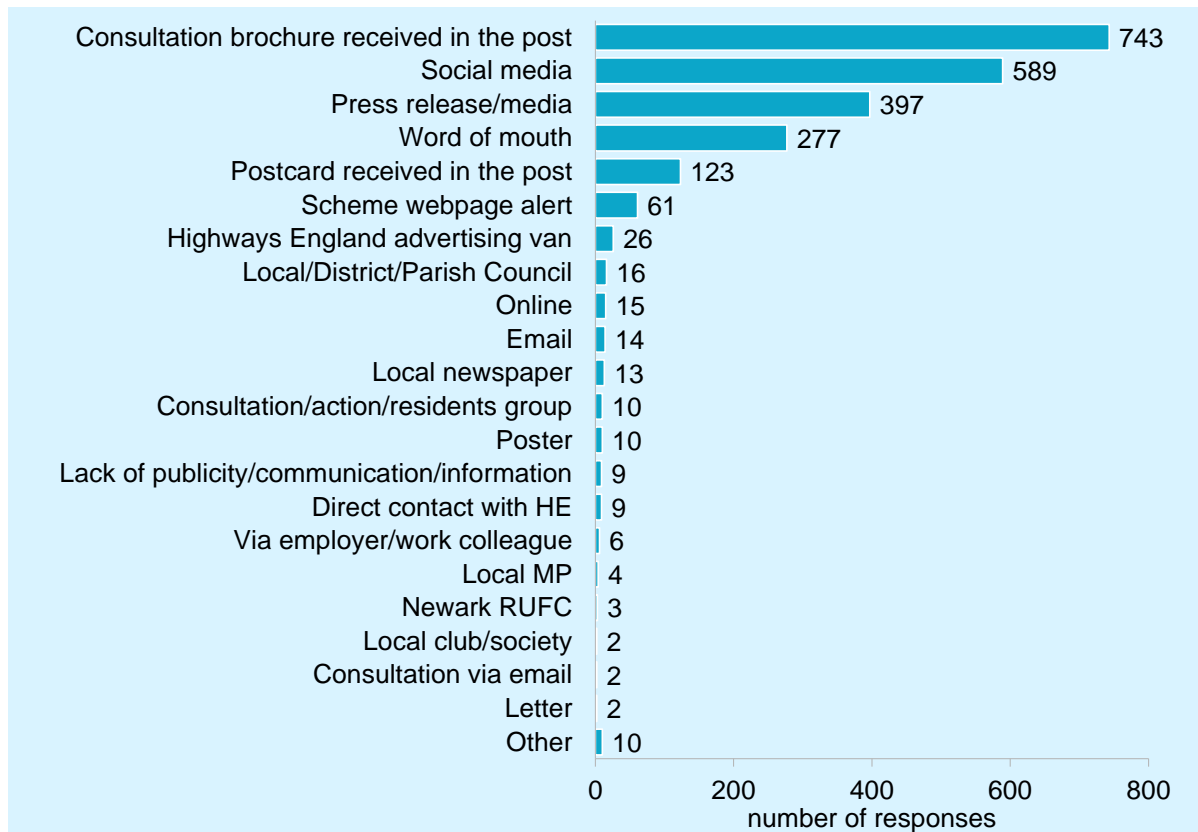
Over three quarters of those living within the local consultation area heard about the consultation through a consultation brochure received in the post (674 (80%) out of 839) compared to 69 (11%) out of 638 living outside the local consultation area.

Those living outside the local consultation area were more likely than those living inside the local consultation area to have heard about the consultation through social media:

- 328 (51%) out of 638 outside the area
- 207 (25%) out of 839 inside the area.

Figure 25 sets out the details of all the ways respondents found out about the consultation.

**Figure 25: Question 14 – How did you hear about the consultation? (tick all that apply)**



This chart was created from all 1,539 who responded using the consultation response form  
 NB: More than one code could be assigned to each response.

Respondents were then asked:

*“How did you find out more information about the proposed scheme?”*

The most commonly used communication channels for finding out more about the scheme were through the scheme webpage (810 respondents, 53%), through the local press (361 respondents, 23%) and by social media (353 respondents, 23%).

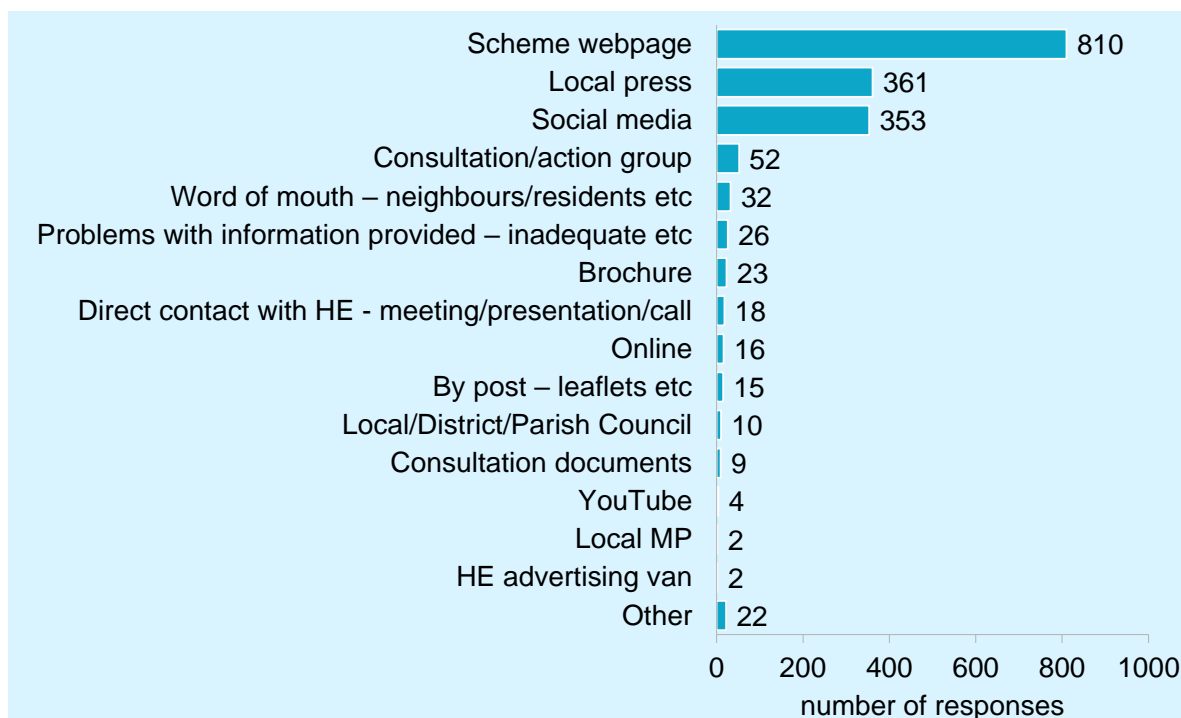
210 respondents did not answer the question.

Those living inside the local consultation area were significantly more likely than those living outside the local consultation area to have used the local press and less likely to have used the scheme webpage:

- 243 (34%) out of 721 inside the area used the local press
- 118 (20%) out of 587 outside the area used the local press.
- 415 (58%) out of 721 inside the area used the scheme webpage
- 395 (67%) out of 587 outside the area used the scheme webpage.

Figure 26 sets out the details of all the ways respondents found out more information about the proposed scheme.

**Figure 26: Question 16 – How did you find out more information about the proposed scheme? (tick all that apply):**



This chart was created from all 1,539 who responded using the consultation response form  
 NB: More than one code could be assigned to each response.

## Perceptions of the scheme webpage and consultation materials

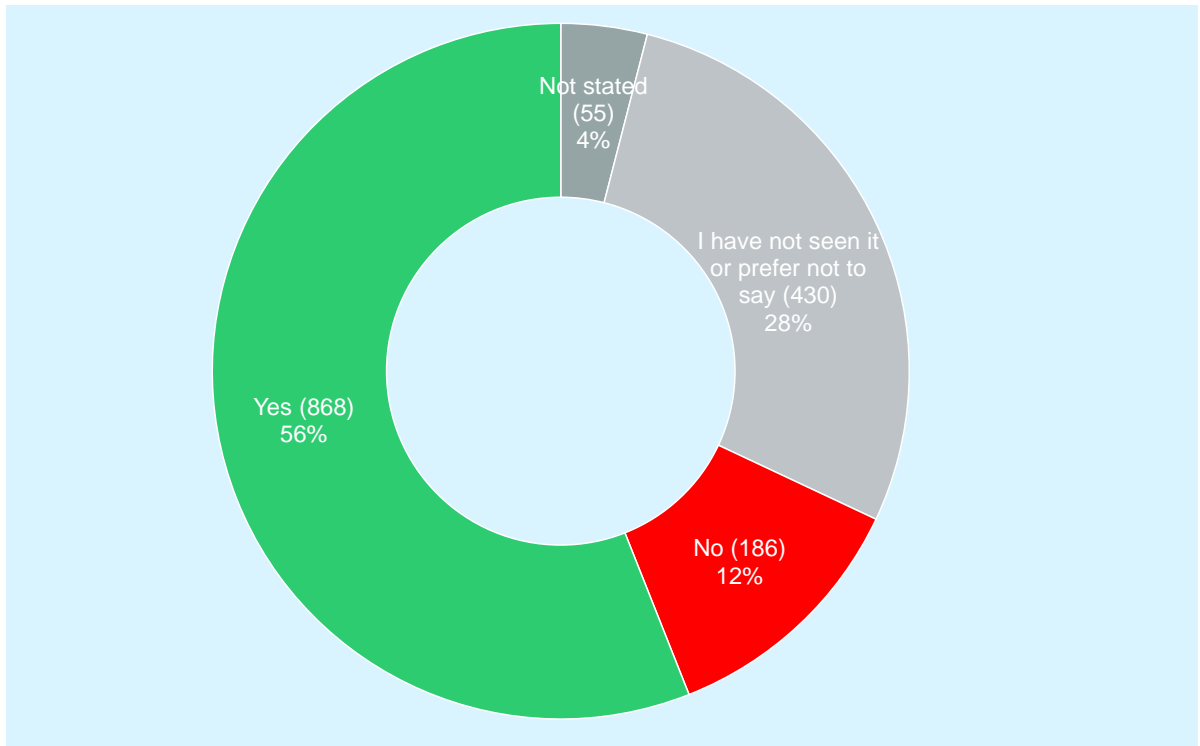
Respondents were asked “*If you have seen our scheme webpage online, did you find it useful and engaging?*” The majority of respondents who expressed an opinion were positive about the scheme webpage:

- 868 (56%) found the scheme web page useful and engaging
- 186 (12%) did not find it useful and engaging.

Over a quarter (430 responses, 28%) answered ‘I have not seen it or prefer not to say’ and 55 (4%) did not answer the question.

The full breakdown of the findings is shown in Figure 27.

**Figure 27: Question 15 – If you have seen our scheme webpage online, did you find it useful and engaging?**



This chart was created from all 1,539 who responded using the consultation response form

## Comments about information in materials or consultation process

The final question on the consultation materials was the following open question:

*“Please provide us with any comments you may have about the information in our materials, or the consultation process:”*

Comments about the information provided were received from 450 respondents. They fell into two groups: comments about the information itself and comments about the scheme, which were covered in other questions.

The main positive comments about the information were:

- Good communication/provision of information (general) (123 responses)
- Clearly presented (68 responses)
- Good consultation process – timeframe/methods (49 responses).

The main negative comments about the information received were:

- Focus should be on views of local residents (86 responses)
- Better communication required – accurate information/more discussion etc (80 responses)
- Problems with options provided – inadequate/need alternative etc. (75 responses)
- Need further information/detail (75 responses)



- Problems with visuals/graphics – inadequate (72 responses)
- Negative effect of pandemic on consultation – impact/coverage etc (52 responses).

The following quotes illustrate the main findings<sup>12</sup>:

- Good communication/provision of information (general):

*“Good information for people without knowledge of construction.”*

Living outside the local consultation area, one to two days a week car user, leisure/recreation

*“The consultation package was spot on. Top marks for making it reader friendly with simple clarification.”*

Living in the local consultation area, three days a week or more car user, leisure/recreation, school pick up/drop off, long distance journeys

- Focus should be on views of local residents

*“I have the distinct impression we, as locals, have been excluded from the decision making process pretty much, and are left with having to choose the best of two less-than-idea options. The consultation period has been very short, and it would really have benefited everyone if zoom meetings could have been set up to present the options. I think the fact that the full 70-page Options Summary Report appears only to be available online, and does not have attention drawn to it, is far from ideal. It means many people will not have seen the other options considered, or been able to read the detailed information about safety, etc.”*

Living in the local consultation area, one to two days a week car user, leisure/recreation, long distance journeys

*“An amazing lack of detailed information about the impact of the schemes on the residents and village of Winthorpe.”*

Living in the local consultation area, one to two days a week car and bus or coach user, leisure/recreation

- Better communication required – accurate information/more discussion etc

*“Highways England have failed to take the local community on a thorough and rigorous journey to engage with either of the current proposed options.*

*There is very little accessible information about the discounted options to aid understanding around HOW and WHY the public have been given the options that are currently available. Moreover, both options are poorly explained and visualised.”*

Living in the local consultation area, three days a week or more car, HGV or LGV, bus or coach and motorcycle user, work commuting, employer’s business, leisure/recreation, school pick up/drop off, long distance journeys

<sup>12</sup> Please note that the quotes are a direct copy of the text received. Typos, spelling and grammatical errors have not been amended for the report

*“Our friends only found out about the scheme through social media rather than being directly consulted or informed by the Highways England.*

*It seems that better and more direct communication is required.”*

Living outside the local consultation area, less than once a month car user, leisure/recreation

■ Problems with options provided – inadequate/need alternative etc

*“I am concerned that, by offering two options, it will appear that one is favoured, whereas in fact both may not be as popular as other alternatives.*

*In Sales, we call this the alternative close. I am astonished that Highways England would choose to use such an approach.”*

Living in the local consultation area, one to two days a week car user, employer’s business, leisure/recreation, long distance journeys

*“The options have been presented as an either/or and the wider options available have not been part of this consultation.*

*This is a serious neglect of the rights of residents to make an informed choice.*

*In this case you can negatively impact on a whole village in one of two ways. Both are unsuitable and deliver negligible benefits - even by HE's own measures.”*

Living in the local consultation area, three days a week or more car and motorcycle user, work commuting, employer’s business, leisure/recreation, long distance journeys

■ Need further information/detail

*“Incomplete information has been given in the packs e.g. Planning Applications along the A17 corridor.”*

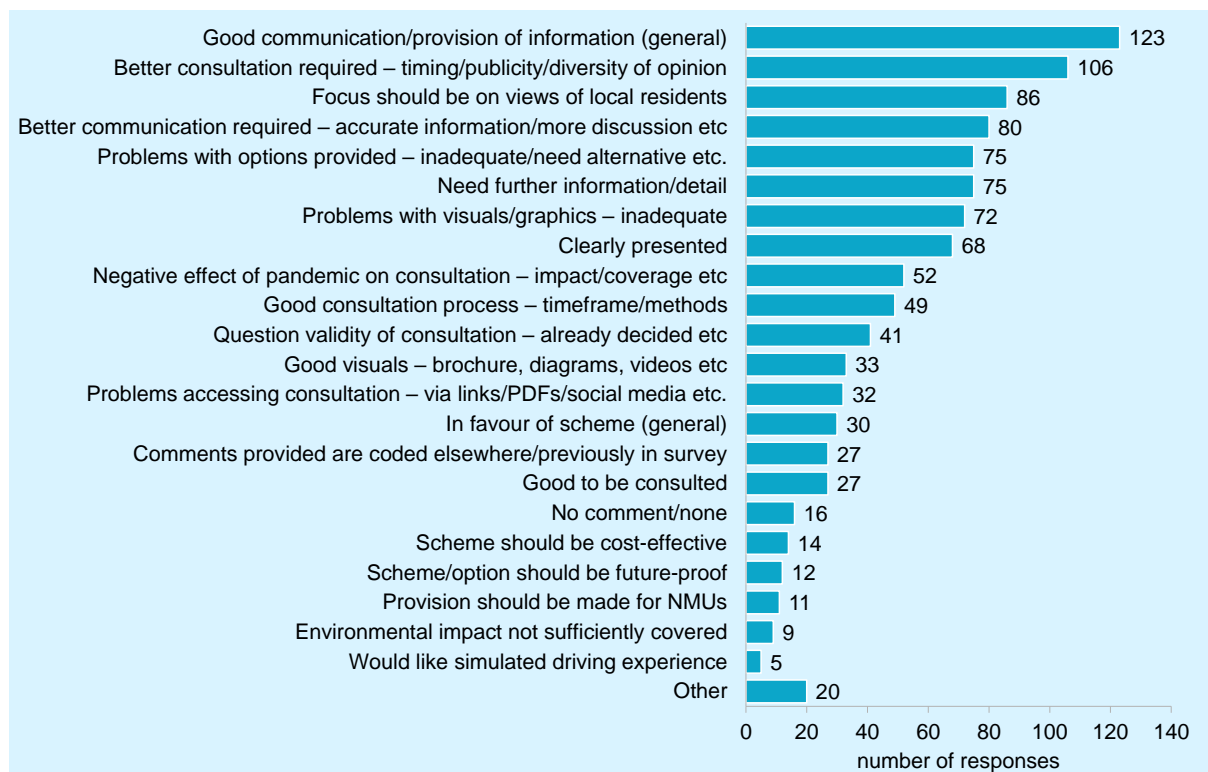
Living in the local consultation area, three days a week or more car user, leisure/recreation, school pick up/drop off, long distance journeys

*“Not very detailed. Videos are unclear. Not enough information about pedestrian access and bike routes that will be affected.”*

Living in the local consultation area, three days a week or more car user, employer’s business, leisure/recreation, long distance journeys

A summary of all the comments received are set out in Figure 28.

**Figure 28: Question 17 – Please provide us with any comments you may have about the information in our materials, or the consultation process:**



This chart was created from 450 who answered Question 17  
 NB: More than one code could be assigned to each response.

## Future engagement

The final question was *“Please provide us with any comments on how we can engage with you in the future”*.

A total of 452 out of 1,539 respondents to the response form gave comments on how Highways England can engage with them in the future.

Respondents who answered this question had a strong preference for communication by email, with 184 mentioning this. This was more than twice the second most popular method, post, which was suggested by 72 respondents. The full listing of preferred methods of engagement is set out in Figure 29.

**Figure 29: Question 18 – Please provide us with any comments on how we can engage with you in the future**



This chart was created from 452 who answered Question 18  
 NB: More than one code could be assigned to each response.

### 3.8 Conclusion

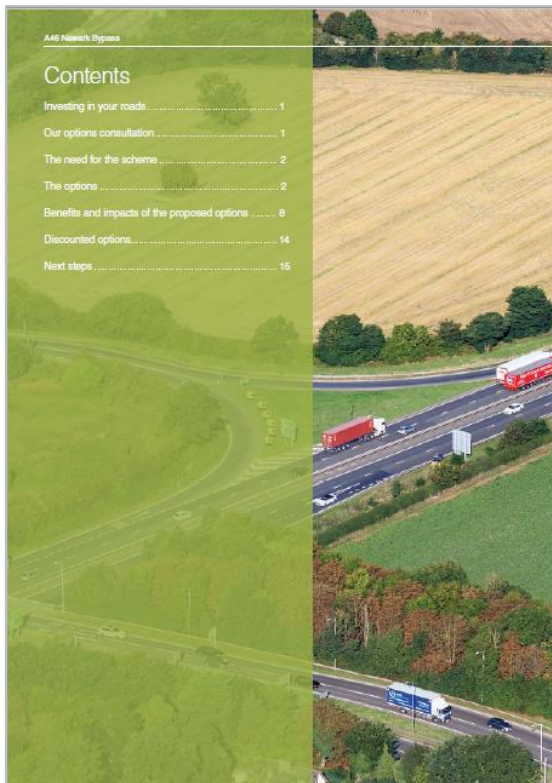
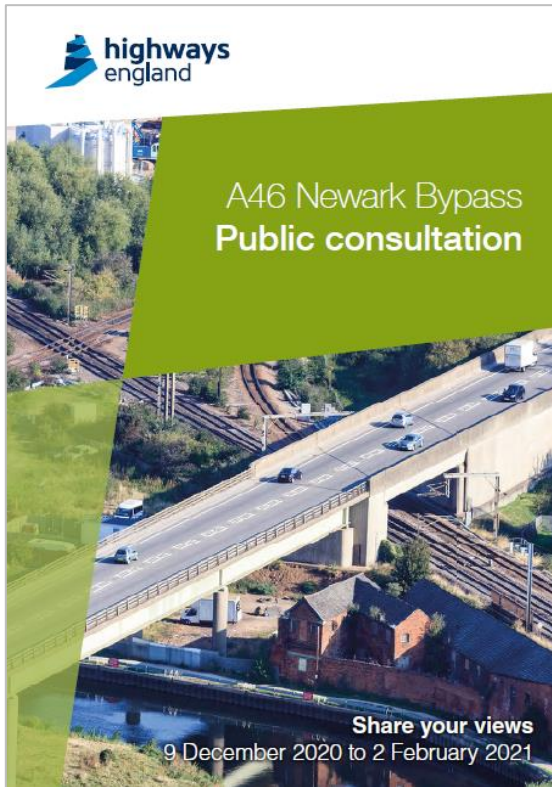
The analysis of responses shows there is wide support for the need to improve the A46 to resolve existing issues of congestion. Option 2 received stronger support than Option 1, particularly in relation to grade separating the Cattle Market junction, which many respondents view as being essential. Views on the layout past the village of Winthorpe were mixed, with Option 2 slightly preferred to Option 1, and many respondents requesting that further consideration is given to this section.

The consultation has captured a range of views from local communities, organisations and interest groups. The purpose of this report is to present a factual summary of the consultation process and responses received. The information will be used by the Highways England project team to inform the development of the project, alongside other considerations, in order to recommend a preferred option which will then be taken forward into more detailed development.

# Appendix A

Consultation Materials

# Consultation brochure:



Public consultation

## 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 the Government's second Road Investment Strategy committed to spending £27.4 billion on our network.

The A46 Newark Bypass is a critical part of this investment, filling the gap in the A46 route to create a high-quality corridor that connects the Midlands, which is great news for the local and regional economy. In this brochure we explain our proposed improvements for the A46 Newark Bypass scheme. We also give details of how you can give us your feedback during our public consultation.

## Our options consultation

We're holding a consultation on our options to improve the A46 Newark bypass. We'd like to hear your views and for you to share your local knowledge with us.

The consultation will run for 8 weeks, from **Wednesday 9 December 2020 to Tuesday 2 February 2021**.

The coronavirus situation is constantly developing and changing, and it is essential that we observe and comply with the UK Government's restrictions. For Highways England, this means that we are not holding face-to-face public consultation events.

We are providing alternative ways for you to access scheme information, ask questions and ultimately make an informed response to the public consultation.

Your views are important to help us better understand the local area and any potential impacts our scheme may have on you and the community. We will listen to everyone's feedback and we'll consider this before we select a preferred option.

### Where to get more information

- Visit our scheme webpage and watch a video of the options at [highwaysengland.co.uk/a46-newark-bypass](https://highwaysengland.co.uk/a46-newark-bypass)
- Request a call back from a member of the project team by calling 0300 123 5000
- Email us on: [a46newarkbypass@highwaysengland.co.uk](mailto:a46newarkbypass@highwaysengland.co.uk)

### How to respond

You can respond to our consultation using one of the following methods:

- Online:** complete the response form online at [highwaysengland.co.uk/a46-newark-bypass](https://highwaysengland.co.uk/a46-newark-bypass)
- Post:** complete a paper copy of the response form, put it in an envelope, write our freepost address on the front and put it in a post box. There is no need for a stamp. The freepost address is:  
**Freepost A46 NEWARK BYPASS**

Please note: All responses must be received by Highways England by **11:59pm on Tuesday 2 February 2021**. Responses received after this date may not be considered. Paper consultation brochures and response forms are available on request.

1

## The need for the scheme

In March 2020, the Government's second Road Investment Strategy included a commitment for Highways England to improve the A46 'Trans Midlands Trade Corridor' between the M5 and the Humber Ports, to create a continuous dual carriageway from Lincoln to Warwick.

Improving the A46 between Farndon and Winthorpe will:

**Support economic growth:** The A46 is a nationally significant trade and export route, with ports at either end of the corridor and East Midlands and Birmingham Airports close by. The single greatest gap in this route is the A46 at Newark, an upgraded dual carriageway opened in 2012 but stopped three miles short of the A1. This scheme will fill this gap, creating a consistently good connection from the M1 at Leicester to Lincoln, enabling UK, regional and local government's transport and economic growth plans.

**Improve journey times:** Congestion on this single carriageway section of the A46 means that journeys are unreliable and take longer than they should. This will only get worse as more people are expected to use the road in the future. Our improvement scheme will remove the bottleneck, meaning road users will have quicker and more reliable journeys.

**Make journeys safer:** From January 2014 to December 2018, accidents on this section of the A46 resulted in 197 casualties. Accidents have a direct impact on those involved and also often lead to lane closures and associated reliability issues. Widening the A46 to a dual carriageway will provide opportunities for safer overtaking, and junction improvements will reduce congestion and frustration.

**Help cyclists and pedestrians:** We will divert existing uncontrolled crossings of the A46 to provide a safer route to cross. As we develop the scheme, we'll ensure the needs of pedestrians, cyclists and horse riders are considered.

**Improve the environment:** The scheme aims to improve noise levels in Noise Important Areas (noise hotspots). We will work with key stakeholders, including the local planning authority, Natural England, Historic England and the Environment Agency to develop proposals that protect and enhance the local environment.

**The local area:** The location and setting of the A46 to the north of Newark-on-Trent presents a significant number of constraints and challenges, which are shown on the environmental map on page 3. These include floodplain, residential areas, scheduled monuments and listed buildings, archaeology and two river and three rail crossings. We attach great importance to the environment and will work to minimise our impact and enhance environmental features wherever possible.

## The options

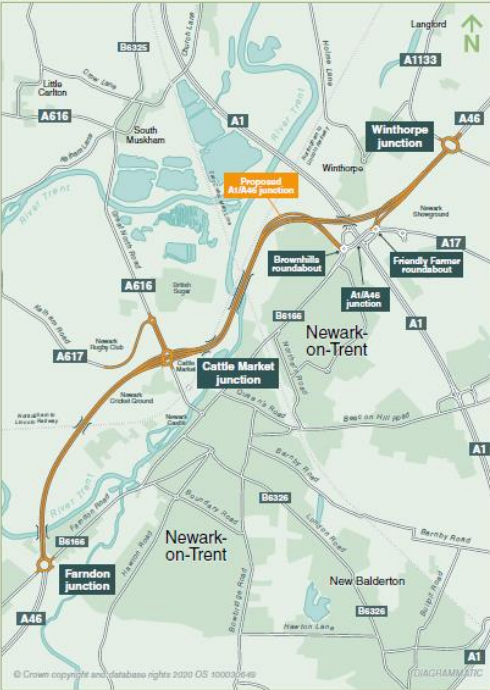
The two options outlined in this brochure have been shortlisted following a thorough option identification process. We started by considering alternative routes for the A46 and concluded that widening the existing road was the solution that performed best against the project objectives and could be delivered within the budget available. The two best performing options are described in detail on the following pages, and the options we have discounted are described later in this brochure. We've also produced a summary video about our options which is available to view on our scheme webpage.

For the two options we would widen the A46 to a dual carriageway to provide two lanes in each direction between the Farnham and Winthorpe Junctions. Both options would include a new link and a new bridge over the A1 to the north of the existing bridge. We will improve access to the A1 by removing A46 through-traffic from the Brownhills and Friendly Farmer roundabouts, allowing them to operate better.

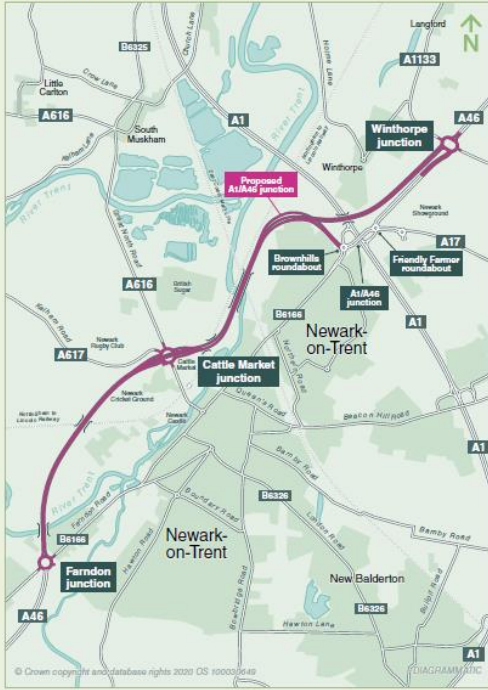
## Environmental constraints map



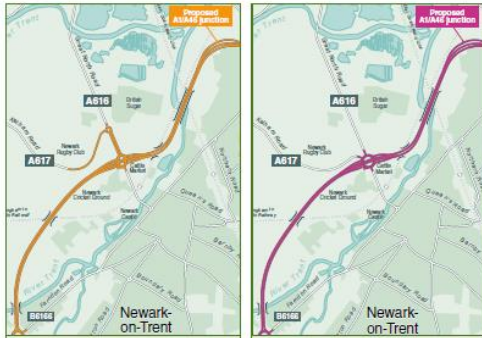
## Map for Option 1



## Map for Option 2



Option 1 and Option 2 comparison for Cattle Market junction



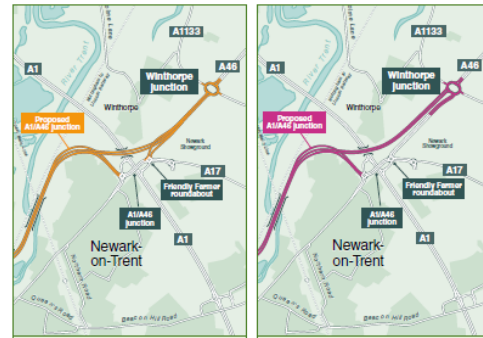
Option 1

As shown in the drawing above, in Option 1, traffic lights would be added to Cattle Market junction and the layout changed for the A46 to pass through the centre of the roundabout. This would prioritise A46 through-traffic and reduce delays at this junction. The A617 Kelham Road would be diverted to a new roundabout with the A616 Great North Road to the north of the junction, in order to reduce delays at Cattle Market junction. Between the new roundabout and Cattle Market junction, the Great North Road would be widened to provide two lanes in each direction. In this option, all roads and the junction would remain at ground level.

Option 2

As shown in the drawing above, in Option 2 Cattle Market junction would be a flyover, with the A46 elevated to pass over the roundabout. In this option, Kelham Road and Great North Road would be retained as they are currently. Option 2 would also add traffic lights to Farndon junction to improve flows on this roundabout during peak hours. The general layout of Farndon junction would not be changed.

Option 1 and Option 2 comparison for Winthorpe junction



Option 1

As shown in the drawing above, in Option 1 the new section of A46 would cross over the A1 to the south of Winthorpe and join back with the existing A46 to the west of Winthorpe junction. This junction would be enlarged, retaining the four-arms it currently has, with traffic lights also added to improve traffic flow. A new flyover across the A46 would provide access from Friendly Farmer roundabout and the A1 to the A46 eastbound.

Option 2

As shown in the drawing above, in Option 2 the new section of A46 would cross over the A1 and run slightly to the north of the existing road, joining back into Winthorpe junction. The junction would be enlarged to a five-arm roundabout, with traffic lights added to improve traffic flow. This option would move the A46 slightly closer to Winthorpe, but would remove the need for the flyover crossing over the A46 (as required in Option 1).

Benefits and impacts of the proposed options

In assessing the benefits and impacts of the two proposed options, we look at a variety of features, including those listed below. As this consultation is taking place at an early stage in the overall project, this information is still being developed as we carry out detailed surveys and assessments. Environmental impacts are assessed based on national guidance.

Journey times and traffic congestion

Our experts have built a traffic model, validated using observed traffic flows and journey times. This has allowed us to understand the current issues and predict how they will change in the future if we do not build the scheme.

We have used this model to test the impact of building the various options that we have developed.

As the scheme would increase capacity, our model predicts that both options would reduce congestion and improve the reliability of journeys. Journey times on the A46 between Farndon and Winthorpe would reduce by an average of one quarter across the day.

The two options propose a new flyover across the A1 which will significantly reduce the level of traffic and congestion experienced at the Brownhills and Friendly Farmer roundabouts.

Option 1	The diversion of Kelham Road (A617) into a new roundabout with the Great North Road (A616) would increase the distance for journeys from Kelham Road to Cattle Market Junction. There would, however, be improved access onto Cattle Market Junction by reducing the number of arms of the roundabout and adding traffic lights.
Option 2	The journey time savings for Option 2 are greater than Option 1 for routes through Cattle Market Junction due to the proposed flyover removing the A46 through-traffic from the junction. Adding traffic lights to Farndon Junction will improve traffic flows on this roundabout during the peak periods.

Air quality

To understand the effect the two options will have on air quality, our experts have developed an air quality dispersion model to predict the impact of each option when it is open for traffic.

The model forecasts potential changes in air quality at key sensitive locations. We have used data from existing monitoring locations to build up a picture of air quality within the study area and to verify the model. This will be further refined as the scheme develops.

The work done so far suggests that there would not be any significant adverse effects on human health receptors once the scheme is open to traffic.

The two options have the potential to affect habitats within locally designated sites. Detailed surveys will be undertaken in the next stage of the scheme's development to assess the impact on biodiversity from the chosen option. We will publish more details about how we will manage air quality impacts during construction before we start work on the scheme.



Noise

We have developed a three-dimensional noise model of the existing route, and both of the options, for when the scheme is open to traffic. This noise model was used to predict the difference in noise between the options, and the potential for a noise impact in the surrounding area.

The scheme study area includes Noise Important Areas, or noise 'hotspots' as recognised by Defra, the government Department for Environment, Food and Rural Affairs.

Without mitigation measures we predict increases in noise from the A46. These are as a result of changes to the layout and increases in traffic speed, due to a better flow of traffic on the road. We predict a decrease in noise from some of the roads in the centre of Newark as traffic would re-route back onto the A46 when the existing congestion is removed.

In the next stage of the scheme's development we will undertake further assessment and consider if mitigation measures are needed.

Option 1	The predicted changes in noise for Option 1 and Option 2 are broadly similar. In the vicinity of Cattle Market roundabout, the noise impact is predicted to be greater for Option 1 due to the proposed changes to Kelham Road and the Great North Road, which would bring these roads closer to some properties.
Option 2	The predicted changes in noise for Option 1 and Option 2 are broadly similar. In the vicinity of Winthorpe, the noise impact is predicted to be greater for Option 2 as the A46 would be closer to some properties.

Cultural heritage

We have assessed the potential impacts on cultural heritage within the vicinity of the scheme, accounting for possible impacts on historic buildings, archaeological remains or landscape.

The two options would have some effect on the setting of the Grade II listed causeway arches and culverts 'Smeaton's Arches' associated with the Great North Road to the north of Cattle Market Junction.

The local prevalence of archaeological sites means there is a high likelihood of encountering as-yet unknown buried archaeological remains.





**Landscape**

Using our landscape and visual field surveys, we have assessed how the landscape, views from homes, public rights of way, open space and viewpoints would be affected by the scheme and how these effects can be mitigated.

A number of residents on the north and north western edge of Newark-on-Trent, and in Winthorpe and Farndon villages, would experience an increase in visual impacts as a result of the scheme.

<b>Option 1</b>	On the southern edge of Winthorpe, Option 1 would result in the loss of semi mature highway planting along the existing A46. Option 1 would be further from properties in Winthorpe, resulting in less adverse impact than Option 2 on the adjacent landscape and existing views from properties, with greater scope for mitigation.
<b>Option 2</b>	The visual impact would be greater for Option 2 for residents on the north edge of Newark due to the flyover junction at Cattle Market. On the southern edge of Winthorpe, Option 2 would result in the loss of mature trees that characterise the landscape. Option 2 would be closer to properties in Winthorpe and would have a greater adverse impact on views than Option 1, with less scope to provide mitigation.

**Nature conservation**

We have assessed the potential impacts to biodiversity within the vicinity of the scheme, taking into account designated wildlife sites, habitats and species.  
The two options will affect locally designated sites and habitats and could affect protected species. Detailed surveys will be undertaken in the next stage of the scheme's development to assess the impact to biodiversity from the chosen option and to design the mitigation required.

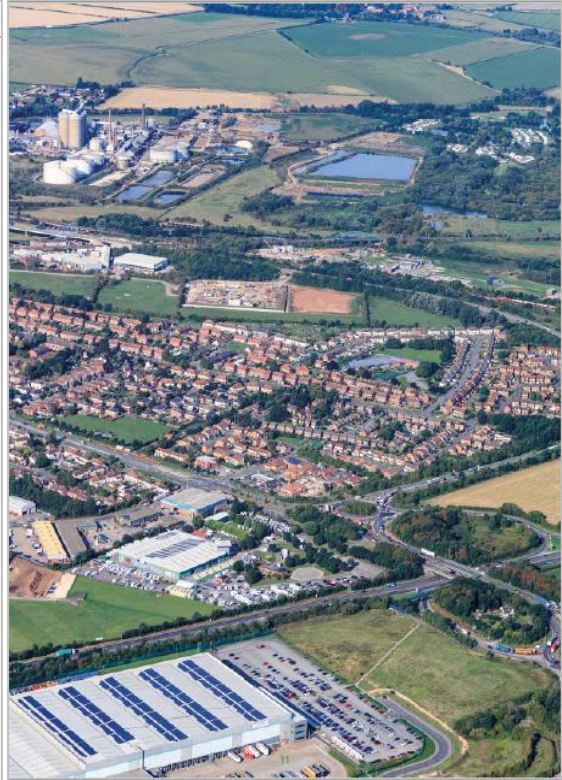
<b>Option 1</b>	Option 1 would have a greater impact to locally designated sites and habitats at Cattle Market Junction, through the land-take required for the diversion of Kelham Road.
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**Road drainage and the water environment**

We have assessed the potential impacts on the water environment within the vicinity of the scheme, which has included potential impacts on surface and groundwater quality, groundwater levels and flows and flood risk. We have also assessed compliance with the Water Framework Directive.

The two options involve construction within the floodplain and additional land would be required to compensate for the loss of this floodplain area.  
Both options could have an impact on water quality (potentially surface and groundwater), however, there is potential to mitigate these impacts and options for this will be identified and included in the design for the scheme as it progresses.

<b>Option 1</b>	Option 1 has slightly greater impacts due to the diversion of Kelham Road. These potential impacts can be mitigated but more mitigation would be required compared to Option 2.
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**Contaminated land**

The two options encroach on potentially contaminated land from the railway land, services, farms and the airfield which may be impacted by former pollution incidents and a sewage works.

**Climate**

The construction of Option 1 and Option 2 would give rise to emissions from the production of materials to be used in construction, their transportation to site, and onsite through construction activities, for example from emissions from diesel-fuelled construction plant.

Once opened for traffic, the two options would result in an increase in greenhouse gas emissions generated by vehicles in use. Government policy is helping change the fleet mix to improve those emissions, such as no petrol/diesel cars sold after 2030. So, we would expect the impact to reduce over time in line with the UK's ambition to be Net Zero Carbon by 2050.

**Road safety**

The two options would be expected to have a positive impact upon road safety by widening the existing road to a high-quality dual carriageway, improving the flow of traffic and reducing queuing at junctions.

<b>Option 2</b>	We would expect that the addition of a flyover junction at Cattle Market, separating local traffic from through-traffic, would further reduce collisions for Option 2.
-----------------	--

**Construction duration and impacts**

We currently expect to start construction of the scheme in early 2025. The two options involve substantial engineering work at a very busy location and would take two to three years to build.  
We are committed to delivering the scheme safely, minimising disruption to road users and residents. We will publish our construction strategy with more details before we start work on the scheme.

**Pedestrians, cyclists and horse riders**

We have assessed the existing routes for pedestrian, cyclist and horse riders both during daytime and night-time and have undertaken counts to understand their usage.  
The two options would divert the existing uncontrolled crossing of the A46 to the west of Cattle Market Junction to provide a safer route to cross. As the scheme is developed further, we'll ensure the needs of pedestrians, cyclists and horse riders are considered.

<b>Option 2</b>	Cyclists using the road at Cattle Market, and those using the shared use path across the junction would benefit from the removal of A46 through-traffic from the roundabout in Option 2.
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**Land take**

The two options widen the existing road, which will minimise the amount of new land required for this scheme. However, we'll need to acquire some land, and this will affect some properties and businesses. Through this consultation we want to hear from everyone who could be affected, to better understand these impacts, before deciding on a preferred option.

At Cattle Market, the two options would need to acquire land from two businesses immediately south of this junction.

At Farndon roundabout, both options are the same, with a small amount of land needed to the north of this junction.  
As the scheme would be built on floodplain, additional land would also be required to compensate the loss of this floodplain area.

Potential locations for these are being investigated and we'd like to start talking to landowners to help identify these. Once identified, we'll include these in our next stage of consultation for this scheme.

<b>Option 1</b>	Option 1 would require approximately 31 hectares of land outside of the existing highway boundary that includes a range of soils for arable and grassland use. At Cattle Market, Option 1 would impact more landowners than Option 2 due to the land needed to divert Kelham Road into Great North Road. At Winthorpe, Option 1 would require less land than Option 2, but we'd need to acquire two businesses situated on the A46 eastbound carriageway, between Friendly Farmer and Winthorpe roundabouts.
<b>Option 2</b>	Option 2 would require approximately 32 hectares of land outside of the existing highway boundary that includes a range of soils for arable and grassland use. Option 2 would require less land at Cattle Market than Option 1, as Kelham Road and Great North Road would remain as they are. At Winthorpe, Option 2 requires more land than Option 1, it avoids the acquisition of two businesses but could impact upon two residential properties on Hargon Lane.



## Discounted options

In developing this scheme, we considered several different options before shortlisting these down to the two presented in this brochure. The table below summarises options that we considered, but discounted.

Rejected option	Reasons for rejection
<b>No scheme</b>	Without the improvement scheme, there would be significant delays and increasingly unreliable journeys in the future. This is likely to result in 'rat-running' through Newark and other less suitable routes.
<b>Junction improvements only, with no widening of A46</b>	Traffic modelling indicated that without widening the existing single carriageway to a dual carriageway there would still be delays at all junctions and on the A46 mainline. This option would not provide the journey time savings or safety benefits that are objectives of the scheme and would not meet the strategic aims for the A46 corridor.
<b>Option with all grade separated junctions between Farndon and Winthorpe</b>	Whilst investigating options to include widening of the existing A46, we developed an option to create flyover junctions at Farndon, Cattle Market, the A1/A46 and Winthorpe. This option was significantly more expensive than Option 1 or Option 2 due to the additional construction but didn't provide enough additional benefits to justify the increased cost.  This option also had greater environmental impacts of: <ul style="list-style-type: none"> <li>Increased construction within the floodplain which would require compensating.</li> <li>Significant impacts within an area of known archaeology of international significance at Farndon.</li> <li>Increased visual impacts associated with the additional grade separated junctions.</li> <li>Greater number of properties would experience increases in noise.</li> </ul>
<b>Route to the north of Winthorpe</b>	We developed a route to divert the A46 to the north of Winthorpe in order to remove the constraints of fitting the A46 link in between Newark-on-Trent and Winthorpe.  This option would require more land take and new construction, but would not provide any additional savings in journey time due to it being a longer. This route was less preferable for cultural heritage, noise, landscape and visual receptors.
<b>Route to the south of Newark-on-Trent</b>	A longer route, crossing the A1 south of Farwood and re-joining the existing A46 near Brough, and a shorter route joining the A1 South of Farwood, were considered.  It would not be possible to use or widen the partially constructed Newark Southern Link road as the road layout and frequent junctions required for access to the various developments would not be suitable for strategic through-traffic. As this route would be longer it would not improve journey times. The existing A46 to the north of Newark-on-Trent would remain a shorter route for many journeys and, as this would not be improved, it would remain congested.
<b>Route further north of Newark-on-Trent</b>	A longer route, crossing the A1 near North Muskham and re-joining the existing A46 near Brough, and a shorter route joining the A1 near North Muskham, were considered in order to minimise the impact on the flood zone. As this route would be longer it would not improve journey times. The existing A46 to the north of Newark-on-Trent would remain a shorter route for many journeys and, as this would not be improved, it would remain congested.

## Next steps

Once the consultation has closed on Tuesday 2 February, we will:

- Make sure potential impacts on the community and environment have been fully considered
- Refine the option designs, incorporating the comments received where possible and complete our assessment work
- Analyse all responses and consider feedback and compile them into a consultation report

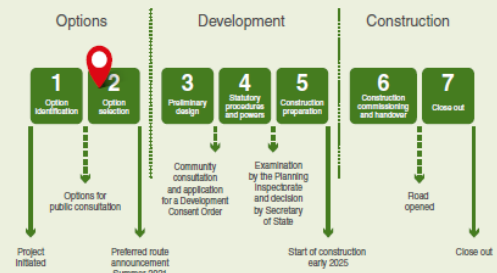
We will announce the preferred route option for the scheme in summer 2021.

Our preferred route will be taken through to the next stage of design development. This is when we'll develop more detail on the highway structures and overall design. It is also when the next stages of environmental assessments are completed, and we look at steps we can take to reduce any environmental impacts. During this stage, we will also hold another public consultation, giving you the opportunity to comment on more developed proposals.

For the two proposed options, it is likely that we will be required to submit an application for a Development Consent Order (DCO) to the Planning Inspectorate. The process for this is explained in the table below.

As you may know, a DCO is a special type of planning application which is needed for a Nationally Significant Infrastructure Project (NSIP). Further information on the DCO process can be found on the Planning Inspectorate's website: [infrastructure.planninginspectorate.gov.uk/application-process/the-process](https://www.planninginspectorate.gov.uk/application-process/the-process).

It will be possible to participate in the Planning Inspectorate's examination of our application, when our final proposal will be considered in detail.



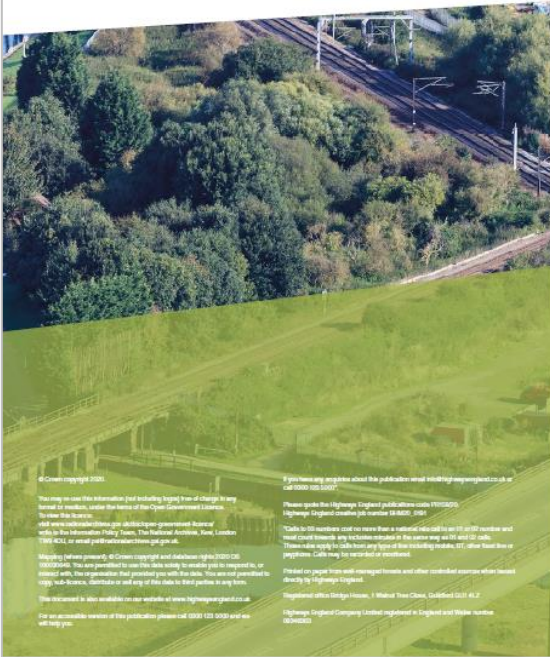
For more information please visit our website: [highwaysengland.co.uk/a46-newark-bypass](https://highwaysengland.co.uk/a46-newark-bypass)

You can also sign up for email alerts whenever the webpage is updated.

If you have any queries about this scheme please contact us by calling the Customer Contact Centre on 0300 123 5000 and requesting a call back from a member of the project team or emailing [a46newarkbypass@highwaysengland.co.uk](mailto:a46newarkbypass@highwaysengland.co.uk)



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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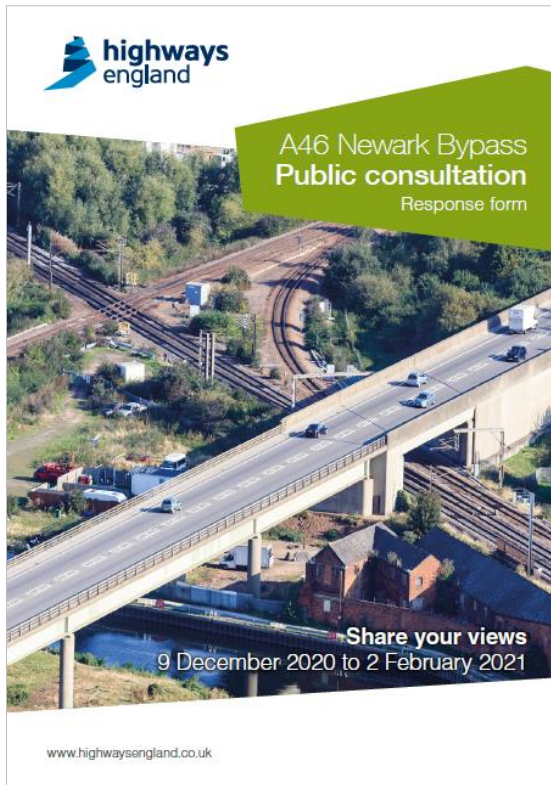
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Registered office: Solihull House, 1 Walker Tree Close, Solihull, CV56 2JL. Highways England Company Limited registered in England and Wales number 06100000.

# Consultation response form:



Before completing this response form we recommend you read the consultation brochure and watch our summary video of the options which can be found on our webpage at: [highwaysengland.co.uk/a46-newark-bypass](http://highwaysengland.co.uk/a46-newark-bypass)

If you have any questions, please call us on 0300 123 5000 or email us at [a46newarkbypass@highwaysengland.co.uk](mailto:a46newarkbypass@highwaysengland.co.uk)

Please share your views with us by completing this response form, put it in an envelope, write our freepost address on the front and put it in a post box. There is no need for a stamp. The freepost address is: **Freepost A46 NEWARK BYPASS**

You can find more information about this consultation and fill out a copy of this response form online via our webpage.

The consultation ends at 11:59pm on Tuesday 2 February 2021

Please provide your name, address and email address. If you'd prefer your comments to be anonymous, please just provide your postcode so we can understand where you live in relation to the scheme.

Name: .....

Address: .....

Postcode: .....

Email address: .....

We may use your details to contact you in the future about your response or to provide you with updates about the scheme.

Are you happy for us to contact you about your response if required?

Yes

No

Do you want to receive future updates about the scheme?

Yes

No

Are you responding on behalf of an organisation?

Yes

No

If "Yes" please provide the name of your organisation and your role within it:

Organisation name: .....

Role within organisation: .....

2

The following questions relate to your current use of the A46 Newark Bypass (between Farndon and Winthorpe junction):

1. Which of the following best describes you? (tick all that apply):

I'm a local resident

I'm a local business owner

I'm employed locally

I travel on the bypass regularly using a private vehicle

I travel on the bypass regularly using a commercial vehicle

Other (please specify): .....

2. Have you received correspondence that you are an affected landowner?

Yes

No

3. Please tell us why you use the A46 Newark Bypass? (tick all that apply):

Travelling to or from work

Travelling for business

Leisure/recreation

School pick up/drop off

Long distance journeys (greater than 10 miles)

Other (please specify): .....

4. How do you normally travel on the A46 Newark Bypass? (tick all that apply):

Car

HGV or LGV

Bus or coach

Motorcycle

Other (please specify): .....

5. How often do you travel on the A46 Newark Bypass?

One to two days a week

Three days a week or more

One to three days a month

Less than once a month

Never

3

**6. When do you usually travel on the A46 Newark Bypass? (tick all that apply):**

- Weekday morning peak (7am to 9am)
- Weekday evening peak (5pm to 7pm)
- Weekday off peak (all other times)
- Weekends anytime

**7a. How satisfied are you with the following elements of travelling on the A46 Newark Bypass as it is now? (please tick one answer in each row):**

	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road layout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journey time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access for pedestrians, cyclists and horse riders	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**7b. Please provide any further comments on travelling on the A46 Newark Bypass as it is now:**

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**8. To what extent do you agree that improvements to the A46 Newark Bypass are needed?**

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

4

These questions are about the options we're consulting on.

**Option 1**

**9a. Please tick the box that best represents your views on Option 1:**

- Strongly oppose
- Oppose
- Neutral
- Support
- Strongly support

**9b. Please provide any further comments about Option 1:**

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**Option 2**

**10a. Please tick the box that best represents your views on the Option 2:**

- Strongly oppose
- Oppose
- Neutral
- Support
- Strongly support

**10b. Please provide any further comments about Option 2:**

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5

**11a. Different layouts for Cattle Market junction are presented within Option 1 and Option 2 (this can be seen on page 6 of the consultation brochure)**

**Which option for Cattle Market junction do you believe would be the most beneficial?**

- Option 1** - a roundabout with traffic lights with the A46 passing through the middle and the A616 diverted into the A617
- Option 2** - a flyover with the A46 elevated to pass over the roundabout and no changes to the A616/A617
- Neither option

**11b. Please provide any further comments you would like to add:**

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**12a. Different layouts for the link between the A1 and Winthorpe junction are presented within Option 1 and Option 2 (this can be seen on page 7 of the consultation brochure)**

**Which option for Winthorpe junction do you believe would be the most beneficial?**

- Option 1** - the A46 is slightly further from Winthorpe, with a flyover above the A46
- Option 2** - the A46 is slightly closer to Winthorpe, closer to ground level
- Neither

**12b. Please provide any further comments you would like to add:**

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6

**13. Do you have any concerns about particular issues in relation to this scheme? Please list any issues and your reasons why. You may include issues such as road safety, journey time, congestion, construction, landscape and scenery, impact on residential properties, air quality and noise.**

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To help us improve how we consult in future, we would be grateful if you could answer the questions below:

**14. How did you hear about the consultation? (tick all that apply):**

- Consultation brochure received in the post
- Press release/media
- Scheme webpage alert
- Social media
- Word of mouth
- Postcard received in the post
- Poster
- Highways England advertising van
- Other (please specify): .....

**15. If you have seen our scheme webpage online, did you find it useful and engaging?**

- Yes
- No
- I have not seen it or prefer not to say

**16. How did you find out more information about the proposed scheme? (tick all that apply):**

- Scheme webpage
- Local press
- Social media
- Not applicable
- Other (please specify): .....

7



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Registered office Bridge House, 1 Watnall Tice Close, Gillingham GU14 4LZ

Highways England Company Limited registered in England and Wales number 06463022

## Consultation postcards:



### A46 Newark Bypass Public consultation

9 December 2020 to 2 February 2021



#### A46 Newark Bypass

We're consulting on two options to make journeys safer, improve travel times and support economic growth on the A46 Newark Bypass, and we want to hear your views.

You can find information about the scheme and respond to our consultation by visiting [www.highwaysengland.co.uk/a46-newark-bypass](http://www.highwaysengland.co.uk/a46-newark-bypass)

On our webpage, you can view our options design drawings and a video providing an overview of the options we're consulting on, as well as our 'Frequently Asked Questions' document and consultation brochure.


If you require printed copies of our consultation materials and response form, or if you have any questions about the scheme, please get in touch with us by:

📞 0300 123 5000  
✉ [a46newarkbypass@highwaysengland.co.uk](mailto:a46newarkbypass@highwaysengland.co.uk)

Have your say between 9 December 2020 and 2 February 2021.

Scan with your smartphone camera to view our webpage



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BRMS\_2155247



## A46 Newark Bypass Public consultation

9 December 2020 to 2 February 2021



### A46 Newark Bypass

Don't forget that we're consulting on two options to improve the A46 Newark Bypass and we want to hear your views.

You can find information about the scheme and respond to our consultation on our webpage at [www.highwaysengland.co.uk/a46-newark-bypass](http://www.highwaysengland.co.uk/a46-newark-bypass)

On our website you can view the consultation brochure describing the options, a video overview of the proposals and consultation process, maps of the options and design drawings and the latest version of our 'Frequently Asked Questions' document.

If you require printed copies of our consultation materials and response form, or if you have any questions about the scheme, please get in touch with us by:

0300 123 5000

[a46newarkbypass@highwaysengland.co.uk](mailto:a46newarkbypass@highwaysengland.co.uk)

Please respond by **2 February 2021**.

Scan with your  
smartphone  
camera to view  
our webpage

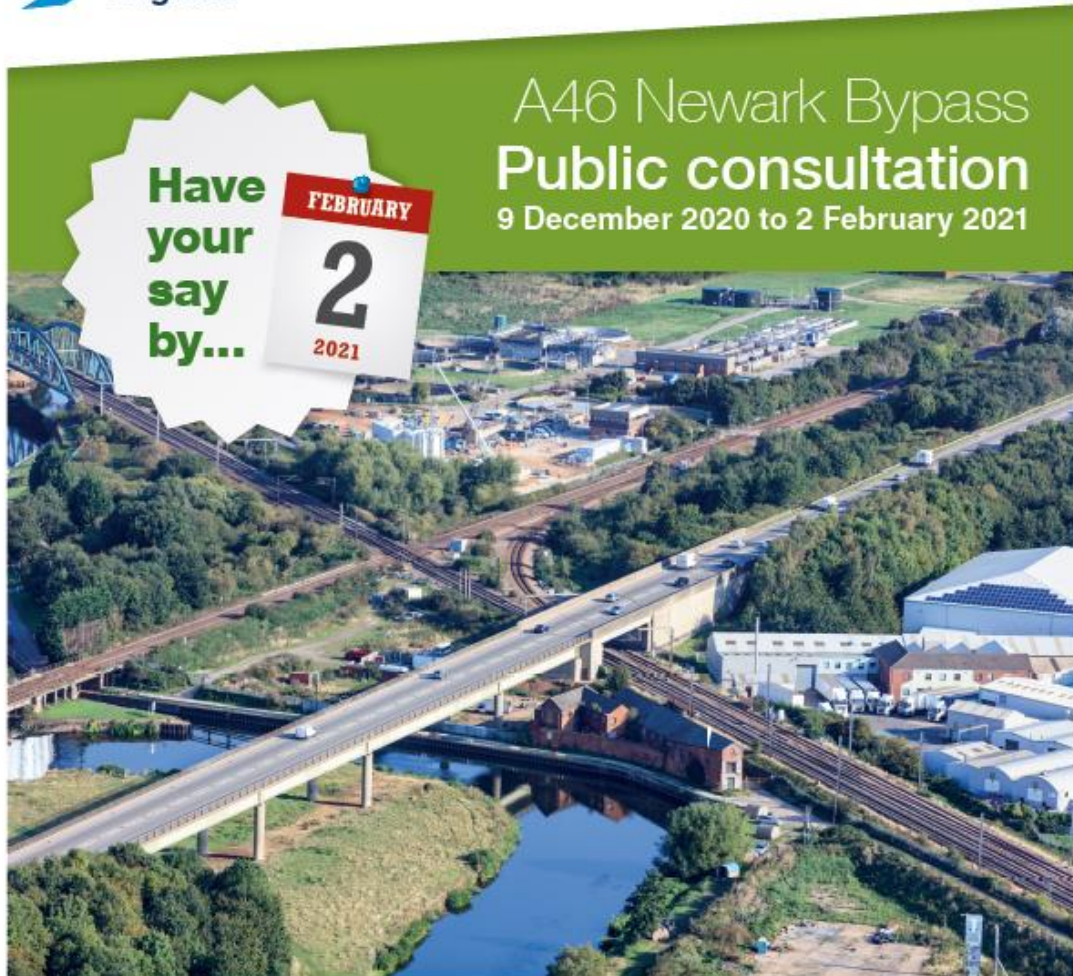


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BRMCL 2020



Consultation poster:



We're consulting on two options to make journeys safer, improve travel times and support economic growth on the A46 Newark Bypass. For more information about the scheme, and for details on how to respond to the consultation, visit our webpage at [www.highwaysengland.co.uk/a46-newark-bypass](http://www.highwaysengland.co.uk/a46-newark-bypass) or contact us by:

**Email:** [a46newarkbypass@highwaysengland.co.uk](mailto:a46newarkbypass@highwaysengland.co.uk)



**Telephone:** 0300 123 5000

Have your say between 9 December 2020  
to 2 February 2021.


Scan with your  
smartphone  
camera to view  
our webpage




## Consultation social media activity:

 **Highways England: East Midlands** Sponsored · 

Help us make your journeys better by having your say on our A46 Newark Bypass options





**A46 Newark Bypass**  
two options for the A46 Newark Bypass





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**Your views are important**  
Help us by sharing your views

[LEARN MORE](#)

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Have your say on our proposed options to improve the A46 Newark Bypass




  
**A46 Newark Bypass**  
Public consultation  
We'd like to hear your views

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Have your say

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We're holding a public consultation on our options to improve the A46 Newark Bypass



**A46 Newark Bypass**

on our options to improve the A46 Newark Bypass

[HIGHWAYSENGLAND.CO.UK](https://www.highwaysengland.co.uk)

**Have your say**  
Share your views

**LEARN MORE**

Consultation engagement van (advertising van):







# Appendix B

Code Frame

**Codes in black signify answer codes within questionnaire**  
**Codes in blue signify additional codes created**

**Q1. Which of the following best describes you? MULTI**

1. I'm a local resident
2. I'm a local business owner
3. I'm employed locally
4. I travel on the bypass regularly using a private vehicle
5. I travel on the bypass regularly using a commercial vehicle
6. Other, specify
7. Use junction/bypass regularly (vehicle type not specified)
8. Use bypass occasionally
9. Friend/relative of local resident
10. Cyclist/walker
11. Attend Newark RUFC – coach/parent etc
12. On town/parish council
13. Statutory consultee
14. Travel using public transport
15. Travel/commute to work on bypass
16. Agent/member of Newark R&M Cricket Club
17. Farmer/landowner
18. Work for/trustee of charity – CPRE etc
19. Interested user
20. Rail service company/group – Railfuture/LNER etc
21. Work for Nottinghamshire Wildlife Trust
22. Economic/commercial development organisation

**Q3. Please tell us why you use the A46 Newark Bypass? MULTI**

1. Travelling to or from work
2. Travelling for business
3. Leisure/recreation
4. School pick up/drop off
5. Long distance journeys (greater than 10 miles)
6. Other, specify
7. Visiting family/friends
8. Shopping
9. Work as driver/involves driving
10. Health reasons – medical appointments etc
11. Unavoidable – access to/from area/services
12. Access to train station
13. Personal business – church/court etc
14. Travelling to Newark
15. Access to land – for agriculture etc
16. Access to Showground

**Q4. How do you normally travel on the A46 Newark Bypass? MULTI**

1. Car
2. HGV or LGV
3. Bus or coach
4. Motorcycle
5. Other, specify
6. Emergency vehicle – ambulance etc
7. Towing a vehicle – trailer/caravan/horsebox etc
8. Cycle/on foot – alongside etc
9. Motorhome
10. Agricultural vehicle – tractor etc
11. Work/business vehicle
12. Taxi

**Q7b. Please provide any further comments on travelling on the A46 Newark Bypass as it is now. MULTI**

1. Road isn't fit for purpose – sub-standard etc
2. Badly designed – outdated/a bottleneck etc
3. Unsafe
4. Too congested
5. Issues caused by roundabouts – lane structuring/signage etc
6. Have to avoid peak time
7. Time-consuming – delays etc
8. Lack of capacity – volume of traffic too high
9. Junction with A1 is poor – layout/slip roads/impact on A1 etc
10. Negative impact on Newark town – traffic diverting etc
11. Issues caused by poor driving behaviour – risk-taking/speeding etc
12. Single carriageway is inadequate
13. Confusing for drivers
14. Problems caused by railway crossing
15. Problems caused by accidents – on A46/A1 etc
16. Problems on bypass have wider impact – local road network
17. Comment about proposed scheme (coded at Q13)
18. Suggested improvements/changes (not part of scheme) (coded at Q13)
19. Negative financial impact on economy/business
20. Negative impact on environment – pollution etc
21. Inadequate provision for cyclists/pedestrians
22. Negative impact of recent/past improvements to road network – A46 South etc
23. Negative impact of noise pollution
24. Issues caused by Newark Showground
25. Farndon junction issues
26. Junction (in part) works (reasonably) well
27. Problems caused by flooding in area
28. Negative impact on emergency services provision
29. Reduced traffic levels during pandemic
30. Other



**Q9b. Please provide any further comments about Option 1. MULTI**

**Positive**

- 101. Best/better solution – most beneficial
- 102. Good design/idea
- 103. Approve of some aspects
- 104. Better safety
- 105. Reduces congestion/improves traffic flow
- 106. In favour of scheme - improvement is required/necessary
- 107. In favour of dual carriageway
- 108. In favour of grade separation
- 109. Less land required/less impact on area/countryside
- 110. Resolves issues caused by roundabouts – Winthorpe/Friendly Farmer etc
- 111. Less noise pollution

**Negative**

- 201. Prefer Option 2
- 202. Inadequate solution/design – amendments/improvements required
- 203. Needs (further) grade separation
- 204. Not in favour of Cattle Market junction design
- 205. Issues caused by traffic lights
- 206. Does not improve congestion/increase traffic flow
- 207. Negative impact on Newark town
- 208. No improvement to journey times – delays etc
- 209. Will not accommodate peak time traffic
- 210. Issues caused by roundabouts remain – Farndon etc
- 211. Not future-proof
- 212. Safety issues – potential accidents
- 213. Will increase air pollution
- 214. Railway crossing issues remain
- 215. Design will have knock-on effect – cause traffic problems elsewhere
- 216. Does not cater for volume of traffic
- 217. Not a cost-effective solution
- 218. Inadequate provision for pedestrians/cyclists
- 219. Encourages poor driving behaviour
- 220. Too much land required - impact on area/countryside
- 221. Negative impact on local residents – Winthorpe etc
- 222. Increase in noise pollution
- 223. Increased lighting/visual impact
- 224. Not in favour of new A616/A617 junction
- 225. Negative impact on conservation area
- 226. Does not accommodate for flooding
- 227. Does not resolve issues caused by Newark Showground
- 228. Not in favour of flyover – visual impact etc
- 229. Negative environmental/ecological impact – wildlife etc
- 230. Negative effect on rugby club
- 231. Should accommodate other development projects planned for area
- 232. Doesn't reflect economic/business needs – post COVID-19 etc

**Neutral**

- 301. Need more information to decide
- 302. Problems with both options
- 303. Other

**Q10b. Please provide any further comments about Option 2. MULTI**

**Positive**

101. Best/better option – most beneficial
102. Good design/idea - simple
103. Approve of some aspects
104. Better safety
105. Reduces congestion/improves traffic flow
106. Reduces journey times
107. Better use of traffic lights – resolves issues
108. Would benefit Newark town
109. In favour of Cattle Market junction design
110. Incorporates grade separation/flyover
111. Resolves issues caused by roundabouts
112. Less air pollution
113. In favour of dual carriageway
114. Less disruption/impact on surrounding area
115. Resolves railway crossing issues
116. Better for pedestrians/cyclists
117. Cost-effective
118. Positive impact on local residents/traffic
119. Less noise pollution
120. Less environmental/ecological impact
121. Less impact on Rugby club
122. Reduced risk of flooding

**Negative**

201. Prefer Option 1/aspects of Option 1
202. Inadequate solution/design – amendments/improvements required
203. Needs further grade separation
204. Issues caused by roundabouts/junctions remain – Farndon/A1 etc
205. Does not improve congestion/increase traffic flow
206. Issues caused by traffic lights remain
207. Winthorpe junction layout should be improved – resolve issues caused by Newark Showground etc
208. Safety issues
209. Should be more future-proof
210. Negative impact on local residents – Winthorpe Village etc
211. Too much land required
212. More expensive
213. Inadequate provision for pedestrians/cyclists
214. Increase in noise pollution
215. Increase in air pollution
216. Increased lighting/visual impact
217. Negative environmental impact
218. Negative impact on conservation area
219. Not in favour of flyover(s)
220. Not in favour of dual carriageway
221. Should accommodate other development projects planned for area
222. Increased risk of flooding
223. Doesn't reflect economic/business needs – post COVID-19 etc

**Neutral**

301. Need more information to decide

- 302. Problems with both options
- 303. Other

**Q11b. Please provide any further comments you would like to add. (re Cattle Market junction) MULTI**

- 1. Prefer Option 1 – better than 2
- 2. Prefer Option 2 – better than 1
- 3. Reduces congestion/improves traffic flow
- 4. In favour of grade separation/flyover
- 5. Issues caused by traffic lights
- 6. Need to reduce journey times
- 7. Should benefit NMUs
- 8. Reduces air pollution
- 9. Option should be future-proof
- 10. Better safety
- 11. Reduces issues caused by roundabouts/junctions
- 12. Should be cost-effective
- 13. Benefits Newark
- 14. Caters for traffic volume
- 15. Need to reduce effect of railway crossing
- 16. Inadequate solution – amendments/improvements required
- 17. Less impact on local residents/traffic
- 18. Not in favour of flyovers
- 19. Concerns about noise pollution
- 20. Need to minimise visual impact on landscape/area
- 21. In favour of (additional) traffic lights
- 22. Prefer combination of 1 and 2 – hybrid option
- 23. Need more information to decide
- 24. Need to reduce environmental/ecological impact
- 25. Need to reduce disruption/impact of construction
- 26. Concerns about flooding/flood defences
- 27. Problems with both options
- 28. In favour of (further) dual carriageways
- 29. Should accommodate other development projects planned for area – Southern Link Rd etc
- 30. Should help business/economy
- 31. Need to reduce impact on conservation area
- 32. Need reduce impact on Rugby club
- 33. Not in favour of new A616/A617 junction
- 34. Other

**Q12b. Please provide any further comments you would like to add. (re link between A1 and Winthorpe junction) MULTI**

1. Prefer Option 1 – better than 2
2. Prefer Option 2 – better than 1
3. Need to reduce congestion/improve traffic flow
4. In favour of grade separation/flyover
5. Issues caused by traffic lights
6. Need to provide for NMUs
7. Option should be future-proof
8. Inadequate solution – amendments/improvements required
9. Good design – simple etc
10. Safety concerns
11. Need to reduce air pollution
12. Need to reduce issues caused by roundabouts/junctions
13. Should be cost-effective
14. Not in favour of flyovers
15. Impact on local residents/traffic should be considered
16. Should not be complicated for drivers
17. Need to resolve issues at Winthorpe Junction - Newark Showground etc
18. In favour of (additional) traffic lights
19. Problems with both options
20. Increase in noise pollution – mitigation required
21. Prefer combination of 1 and 2 – hybrid option
22. Need to reduce disruption/impact of construction
23. Concerns about land required
24. Need to minimise visual impact on landscape/area
25. Need more information to decide
26. Impact on conservation area should be considered
27. Should accommodate other development projects planned for area
28. Should reflect business/economic needs - post COVID etc
29. Concerns about flooding/flood defences
30. Need to reduce environmental/ecological impact
31. Need to cater for (increasing) traffic volume
32. Both options can work – neutral/don't use junction etc
33. Other

**Q13. Do you have any concerns about particular issues in relation to this scheme? MULTI**

1. In favour of scheme (general) – no concerns
2. Prefer Option 1
3. Prefer Option 2
4. Prefer combination of 1 and 2
5. Need to reduce congestion/improve traffic flow
6. Need to reduce journey times
7. Safety
8. Air pollution
9. Noise pollution – mitigation required
10. Negative impact of construction – duration/waste management etc
11. Provision should be made for NMUs
12. Inadequate solution – amendments/improvements required
13. Need to resolve issues caused by roundabouts
14. Should be cost-effective
15. Need (further) grade separation
16. Need to resolve traffic lights issues
17. Negative impact on local residents – properties etc
18. Scheme should provide for economic growth
19. Farndon junction should be developed
20. Problems with both options
21. Need more information to decide
22. Scheduling – should be sooner etc
23. Railway crossing issues should be resolved
24. Concerns about flooding/flood defences – including compensation
25. Visual impact – landscaping required
26. Need to resolve issues at Winthorpe junction – showground etc
27. Environmental/ecological impact – mitigation required
28. Should accommodate other development projects planned for area
29. Concerns about land required – should be limited
30. Not in favour of flyovers
31. Road traffic should be reduced not encouraged
32. In favour of dual carriageway
33. Negative impact on conservation area
34. Need to cater for volume of traffic
35. Option should be future-proof
36. Not in favour of dual carriageway
37. Not in favour of scheme – not needed etc
38. Other

**Q14. How did you hear about the consultation? MULTI**

1. Consultation brochure received in the post
2. Press release/media
3. Scheme webpage alert
4. Social media
5. Word of mouth
6. Postcard received in the post
7. Poster
8. Highways England advertising van
9. Other, specify
10. Online
11. Local MP
12. Local newspaper/news
13. Email
14. Via employer/work colleague
15. Local/District/Parish Council
16. Newark RUFC
17. Letter
18. Direct contact with HE
19. Consultation/action/residents group
20. Lack of publicity/communication/information
21. Consultation via email
22. Local club/society

**Q16. How did you find out more information about the proposed scheme?  
MULTI**

1. Scheme webpage
2. Local press
3. Social media
4. Not applicable
5. Other, specify
6. Online
7. YouTube
8. Brochure
9. By post – leaflets etc
10. Word of mouth – neighbours/residents etc
11. Consultation/action/residents group – including “Think Again”
12. Direct contact with HE - meeting/presentation/call
13. Problems with information provided – inadequate etc
14. Consultation documents
15. Local/District/Parish Council
16. HE advertising van
17. Local MP

**Q17. Please provide us with any comments you may have about the information in our materials, or the consultation process. MULTI**

1. In favour of scheme (general)
2. Good visuals – brochure, diagrams, videos etc
3. Good communication/provision of information (general)
4. Clearly presented
5. Need further information/detail
6. Good consultation process – timeframe/methods
7. Good to be consulted
8. Would like simulated driving experience
9. Problems with visuals/graphics – inadequate
10. Problems accessing consultation – via links/PDFs/social media etc.
11. Problems with options provided – inadequate/need alternative etc.
12. Focus should be on views of local residents
13. Better consultation required – timing/publicity/diversity of opinion
14. Provision should be made for NMUs
15. Comments provided are coded elsewhere/previously in survey
16. Scheme/option should be future-proof
17. Scheme should be cost-effective
18. No comment/none
19. Environmental impact not sufficiently covered
20. Negative effect of pandemic on consultation – impact/coverage etc
21. Better communication required – accurate information/more discussion etc
22. Question validity of consultation – already decided etc
23. Other

**Q18. Please provide us with any comments on how we can engage with you in the future. MULTI**

1. Email
2. Post
3. Would like to be kept up-to-date
4. Happy with engagement - to be contacted etc
5. Phone
6. Consider views of/work with local residents/landowners
7. Face-to-face – meetings etc
8. Social media
9. Local press/media
10. Online – video/interactive map/Q&A sessions etc.
11. Maintain current methods
12. None – not necessary etc
13. Scheme webpage
14. Consult with other organisations
15. More fully – more information/easy to understand etc
16. Via Local/District/Parish Council
17. Comments are provided elsewhere/previously in survey
18. Text/WhatsApp
19. Other