

Theme	Code	Coded Text	SAR Response
General (GE)	GE - Alternative suggestion	Sees pointless. Dual the road properly. All or nothing	comment noted for future design development in PCF Stage 3.
	GE - Alternative suggestion	Sees pointless. Dual the road properly. All or nothing	
	GE - Alternative suggestion	A complete new road required, not a patch up job to the existing A47	
	GE - Alternative suggestion - dualling of A47	The only option is to duel the whole stretch of carriage way	Comment refers to issues regarding junction and side road strategy. As noted in Chapter xx and xx the junction and side road stratetgy will be undertaken in detail in the preliminary design stage in PCF Stage 3
	GE - Alternative suggestion - filter lanes	by way of a filter lane heading to Norwich up by the junction where the Yarmouth road joins the A47 east of Blofield I.e. Traffic is in the right hand lane in a47 and traffic from Blofield gets the left hand lane, like it is at the Hardwick roundabout filter heading west on A47	
	GE - Design / route	There is a high voltage electricity line along the route	The presence of known services will be taken into account during the Preliminary Design
	GE - Design / route	All the option do not address the B1140 to Cantley in the sugar beat season and heavy slow trucks crossing the dual carriageway	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road stratetgy will be undertaken in detail in the preliminary design stage in PCF Stage 3
	GE - Design / route	Essential that a grade separated junction is provided at North Burlingham both to validate expressway status and because of the large number of crossing/turning HGV's accessing and exiting the sugar refinery	
	GE - Design / route	In particular these issues would include, but not be limited to: Form of junctions shown at either end of the proposal and how these would provide access to communities such North Burlingham	
	GE - Design / route	How the scheme affects nearby A47 junctions, in particular Cucumber Lane and at Acle	
	GE - Suggestion	At the eastern end the B1140 is a significant local route between Wroxham, Salhouse and South Walsham to the north and Lingwood, Beighton and Cantley to the south. The current junction is dangerous and does not have any significant provision for non-motorized users. In my view a grade-separated junction here would be justified in terms of traffic flow and also to give safe non-vehicular routes	
	GE - Suggestion	(I think the junction at Blofield could be at the High Noon Hemblington Road)	
	GE - Suggestion	So should we in Norfolk not take the initiative and have multi road signs? e.g. Cars 70mph, Goods vehicles 60mph and on single carriageways show Cars 60mph Goods 50mph? Also at the end of a Dual section instead of having a 'Derestriction' sign which I think all motorists think means 'drive at the same speed as before' the sign should show the speed limit e.g. dual back to single 60mph cars 50mph goods. I think this should be adopted for the whole of the UK	
	GE - Suggestion	While planning the work why not put a roundabout at the white house where sugarbeet lorries have to cross the A47 coming from Cantley	
	GE - Suggestion	Subject: A47 dualling It is obvious to me that the dualling should go to the north of the A47 which is an open landscape and dull environment	
	GE - Suggestion	Probably a roundabout is the only option. At the moment cars are crossing the dual carriageway, with signs which are hardly noticeable saying there is no right of way	
	GE - Suggestion	Subject: Re: Response to proposed dualling of A47 - Blofield to North Burlingham Sorry forgot to suggest that the construction of a roundabout to the east of Blofield, might resolve the problems I mentioned	
	GE - Suggestion	Blofield Parish Council's primary concern is around the junction near Blofield and the impact of traffic flows through Blofield village. We would therefore request that the design of the junction accommodate an alternative flow for traffic travelling from Blofield Heath (to the North) or surrounding villages from the South / East to reach Norwich without having to enter Blofield through The Street or Yarmouth Road for onward travel to the Cucumber Lane roundabout. The desired junction design from a Parish viewpoint would be a roundabout at the east end of Blofield. (Highlighted in yellow on the map below). [Editor's note: response includes map] A possible roundabout at the east end of Blofield could reduce speed of traffic entering the Cucumber Lane roundabout and possibly reduce the accident ratio at the Cucumber Lane roundabout. Easier access at that end of Blofield could well reduce the number of HGV and Lorries that enter Blofield via The Street to reach the Cucumber Lane roundabout. A flyover style junction wouldn't address the existing access and traffic flow issues currently encountered in Blofield and so our preferred option would be for a roundabout	
	GE - Suggestion	Roads in the immediate area may require upgrading if they are to be used for any diversion route or permanent access post A47 completion - for example Lingwood Road which enters Blofield is a narrow road with regular passing places from Lingwood to Blofield	
	GE - Suggestion	The county council supports full dualling of the A47 with grade-separation at the junctions. We would therefore support the junctions at either end of the scheme being grade-separated. This would improve the strategic flow along the A47, as well as overcome safety issues, which are particularly prevalent at the B1140 junction	The comments all refer to issues regarding junction and side road strategy. As noted

GE - Suggestion	3/ Junctions should be built in such a way to maintain traffic flow on the A47. This will reduce journey times and reduce fuel emissions due to stop start.	in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
GE - Suggestion	4/ Any junction at Blofield should be moved to the east. A slip road onto and off the westbound A47 is all that is needed. Access onto and of the east bound carriage way already exists further down	
GE - Suggestion	6/ No lighting should be installed with any of this work at the Blofield end in line with local street lighting policies	comment noted for future design development in PCF Stage 3.
GE - Suggestion	It is to be hoped the work will include appropriate street lighting and that arrangements will be made for North South traffic to continue eg at Lingwood Road	comment noted for future design development in PCF Stage 3.
GE - Suggestion	Please consider a roundabout at the east end of Blofield where the new A47 dual would meet the existing dualling	
GE - Suggestion	Junction of A47 with B1140 - White House junction. Could you join up B1140 taking it across field away from White House Junction so beet lorries etc do not need to turn right on to Acle Road then up to A 47? Incorporate roundabout with B1140 junction and N Burlingham village	
GE - Suggestion	As we live at this junction and wish to see a roundabout here to reduce accidents and improve traffic flow. Also retain free movement on local roads	
GE - Suggestion	The proposed Blofield Junction should be developed as a full grade separated junction	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
GE - Suggestion	The White House junction was proposed as grade separated via a bridge. However an elongated roundabout similar to the one at Colney Heath on the A414 could be considered	
GE - Suggestion	a large roundabout incorporating the South Walsham Road may be one idea	
GE - Suggestion	I would suggest a roundabout is made at the White House junction	
GE - Suggestion	Key to these proposals are the design of the road junctions and it is hoped that bridges joining local roads to the new dual carriageways are constructed at both the easterly and westerly ends of the new duelling section	
GE - Suggestion	The junction should be repositioned to the East inline with Hemblington Road and High Noon Lane	
GE - Suggestion	WE HOPE THAT BRIDGES WILL BE BUILT AT EACH END OF THE NEW DUAL CARRIAGEWAY FOR EASY ACCESS TO A47	
GE - Suggestion	I think that consideration should be given to the traffic through the village of Blofield when considering the junction at the Blofield end of the Blofield – Burlingham dualling. I think that there is a real need for a roundabout at the junction with the Old Yarmouth road and Hemblington Road Junction. This would remove a lot of through traffic from The Street in Blofield. Already a lot of traffic on the A47 coming from the west turns right into Hemblington Road to access Strumpshaw and Lingwood. If the central barrier were to be closed then this traffic would go through the village which is already bottlenecked at many times of the day	The comments all refer to issues regarding junction and side road strategy. As noted in Chapter xx and xx the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
GE - Suggestion	If a roundabout was to be installed I would suggest that traffic coming from South Walsham Road to turn right to go in the Norwich direction are made to turn left down to the roundabout to go right towards Norwich	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
GE - Suggestion	I think there needs to be some real thought into making these safer with possibly roundabouts	
GE - Suggestion	I would like you to seriously consider putting a roundabout on the Acle Road, B1140 junction (by the white house) as this is a lethal junction, particularly when the sugar beet lorries are operating. The sooner something can be done the better to prevent loss of life	
GE - Suggestion	Plus the road out from Lingwood to Blofield, Lingwood Road, will need to be upgraded as at present it is a single track road with passing places. This will be the main road for traffic from Lingwood going towards Norwich	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
GE - Suggestion	It is the perfect opportunity to add a roundabout at the White House junction to Lingwood and Cantley, which is another dangerous multi directional crossing point. It would enable cars and lorries to access the road more safely especially as the traffic will be moving faster if dualled. It would also give an opportunity for anyone wanting to leave Burlingham toward Norwich, to drive to the roundabout and turn. Please, please give us a roundabout at The White House	
GE - Suggestion	Which ever route is established signage to the church and the woods would need to be clear	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
GE - Suggestion	As well as having junctions that are easy and safe to navigate	
GE - Suggestion	In my view a grade-separated junction is the best option in terms of E/W journey times, access from the A47 to the B1140 and vice versa, and non-motorized routes N/S	
GE - Suggestion	a road link between the eastern end of North Burlingham and the B1140 would improve access to and from the communities of Burlingham Green and North Burlingham and give a single point of access/egress to the main carriageway. It would link residents of South Walsham road to North Burlingham	
GE - Suggestion	It would be good to have access to the rest of the community and to Lingwood and it would be great if the junction with the A47 was made safe with proper access from the side roads and proper provision for turning and accessing side roads. The saving in responding to accidents would be considerable, both financially and in human cost	
GE - Suggestion	I understand that designs for the junctions have not yet been agreed. The east junction will be more complex to accommodate higher volumes of traffic crossing the A47 and I hope will enable joining and leaving traffic from and to North Burlingham. The west junction will hopefully include a bridge or underpass to allow vehicular traffic to enter Blofield	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
GE - Suggestion	Hgv access should be prevented through our villages like Lingwood. With the right access, a bus stop could be placed on the A47 for Lingwood! Access from Lingwood road to dell corner lane would be advantageous	
GE - Suggestion	Essential that a grade separated junction is provided at North Burlingham both to validate expressway status and because of the large number of crossing/turning HGV's accessing and exiting the sugar refinery	
GE - Suggestion	It absolutely essential that the junctions at the White House (to Cantley) and Blofield are remodeled as part of this construction. The white house junction is a major accident waiting to happen with the proposed increase to the number of HGV vehicles using the routes a roundabout or better still a flyover is essential	
GE - Suggestion	A roundabout at the Blofield junction would provide such a buffer	
GE - Suggestion	Traffic lights are urgently needed but no doubt they would not fit well with the concept of a high-speed through route	
GE - Suggestion	This junction has to have a roundabout installed!	

	The proposed junction at the east end of Blofield Village will be of great importance. The existing exit onto the A47 at that point is regarded by Blofield residents as highly dangerous and unsafe and rarely used to access the A47.	
	A roundabout would be preferable but care must be taken not to increase the traffic flow through the village of Blofield (which is already gridlocked at peak times). Whatever is constructed must take into account traffic coming from Blofield Heath the North Eastern Norwich suburbs that wishes to enter/exit the A47 at Blofield	
GE - Suggestion	2) We would not want a roundabout at the Blofield Junction because of above	
GE - Suggestion	3) The ability to turn right on to dual carriageway should be blocked off and possibly an underpass joining Waterlow Rd with High Noon Lane seems an obvious solution including access to the legacy road	
	Preferred choice is for a roundabout at Burlingham to try to pick up access to the various roads at that end and an underpass at Blofield and not a roundabout. An underpass to a legacy road provides the local community with best access to the countryside. Turning right onto the A47 should be closed	
GE - Suggestion	Maybe moving the proposed junction slightly further east would be possible	
GE - Suggestion	1. No flyovers at Blofield end. Too much ongoing noise and cost and disruption 2. Blofield has 2 westbound and 3 eastbound accesses to A47. The one at the Yarmouth Rd could be shut if there was a good junction at the Lingwood/North Burlingham end or it could be a westbound slip road only	
GE - Suggestion	And a final suggestion: move the proposed junction slightly further east to incorporate Hemblington Road and High Noon Lane so that these two roads, as well as Yarmouth Road, could all be accessed from it	
GE - Suggestion	Avoid developing 'rat runs' on access roads	
	A roundabout or grade separation junction would be ideal allowing traffic travelling east from Norwich a right turn to Blofield (east end) and Lingwood (via Hemblington Rd, Lingwood Rd). Similarly traffic from the camping/farm shop in Yarmouth Rd could turn right onto the A47 safely rather than come through the street, Blofield which is already very congested	
GE - Suggestion	3. Consider a re-alignment of roads at the eastern end of the A47 upgrade	
GE - Suggestion	I think it is very important that when the proposed junction are considered that the B1140 is still limited via a roundabout or a fly over and also make it possible for the local residents to join the dual carriageway east of west bound	
GE - Suggestion	My main concern is that Lingwood Road NR13 4ST is closed so that we do not get even more fast traffic going past our house and farm entrance	
GE - Suggestion	This is the main route for sugar beet lorries and when going to the factory they have to cross two lanes of speeding traffic. Could I suggest a roundabout	
	The whole scheme, at either end, gives an ideal opportunity to put the North Burlingham junctions - an amalgamation of 3 turns with a large 'oval' - (round about oval about) - making it safe, so we see no more 'deaghs' at this area Blofield end - easy access to Yarmouth at the moment - no lines No space in centre of the dual	
GE - Suggestion	(1) Access to and from Blofield at the proposed junction of the new dual carriageway with the existing one must be improved - in the light of the substantial housing developments currently in progress in Blofield and the consequent increase in traffic in the village. I believe over 400 new houses are being built. A roundabout might be the best solution	
GE - Suggestion	This needs to be made safe with perhaps the Acle Road from Lingwood / B1140 junction to the south of the A47 being rerouted to be opposite the B1140 to the north	
GE - Suggestion	If the Lingwood Rd junction blocked then it is imperative the back road to Blofield - providing access to the A47 that way - is widened to take a line in the middle	
GE - Suggestion	I suggest a large island. North Burlingham must be catered for	
	My preference would be to construct good junctions, removing the White House junction terrible to cross with large vehicles, tractors Also the provision of a no through road at the junction of Church Road/Lingwood Road, residential business only No access to A47 North Burlingham and hamlet of Burlingham, from Lingwood	
GE - Suggestion	Prefer White Hs junction sorted first with flow controlled t/lights	
GE - Suggestion	Should have speed restrictions (50) even if dual	comment noted for future design development in PCF Stage 3.
GE - Suggestion	On all schemes we would be looking for as many crossings as currently exist but of a high, safe quality	comment noted for future design development in PCF Stage 3.
GE - Suggestion	I use the White House Junction most days. It is a very dangerous junction if a large roundabout was installed it would cure the problem by slowing the traffic down and allowing the lorries etc easier and safer access to the Cantley route	
GE - Suggestion	We urgently need a roundabout or flyover as heavy traffic travels north to south to the Sugar Beet factory and corn storage facility at Cantley	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
GE - Suggestion	New proposed junctions need to be roundabouts capable of dealing with future volumes of traffic rather than current levels	
GE - Suggestion	A slip road from Cucumber Lane onto the A47 west would help access onto A47 from Brundall	
GE - Suggestion	4. Alternatives to increased traffic are not encouraged to the same extent e.g. public transport especially rail or a safe separated cycling network	This junction falls outside of the scope of the Blofield to North Burlingham scheme comment noted for future design development in PCF Stage 3.
GE - Suggestion	Need roundabout at Burlingham	

General (GEN)

	GE - Suggestion	I suggest aligning the B1140 at Burlingham and installing traffic lights or a roundabout. Similar at Blofield	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3	
	GE - Suggestion	A longer section of dualling is needed - and would be part of the new dual road		
	GE - Suggestion	The only true benefit to our community is the completion of a pathway and cycle link to Acle - if it is included in the scheme		
	GE - Suggestion	Roundabouts at either end of the current dual carriageway. Wider and clearer marked junctions at the following roads: Highnoon Lane, Dell Corner Lane, Lingwood Road, Lingwood Lane and South Walsham Road would reduce accidents and save money		
	GE - Suggestion	This section definitely needs dualling, but whilst doing this, please do something about the White House junction if not I can foresee even more accidents, preferably a roundabout at S Walsham junction going thro to Coxhill Road, doing away with White House junction. This will improve flow		
	GE - Suggestion	I have in the past had email contact with Davina Galloway regarding the roundabout at Brundall, so it is interesting to note that the developments in villages, including Brundall and Blofield, are noted in the proposals. Could I therefore request that consideration is given to improve the roundabout/junctions at Blofield and Brundall whilst this proposal is at consultation stage		
Option 1 (O1)	O1 - Design / route	If understood correctly would not give dual carriageway for full length	Dual Carriageway is the standard we are currently designing to.	
	O1 - Design / route	2. Appreciate technically this is probably a more difficult and disruptive scheme to construct	Option Selection - Comments will be further considered in PCF Stage 3	
	O1 - Design / route	1. Route is further south of existing house in North Burlingham. 2. Against will be a little bit of a switchback west of Dell Corner	Option Selection - Comments will be further considered in PCF Stage 3	
	O1 - Design / route	Makes most use of the existing route	Option Selection - Comments will be further considered in PCF Stage 3	
	O1 - Design / route	Use of existing carriageway - road is highly deteriorated with blind bends and junctions. even dualling it will still have the problems of the junctions on bends and drivers taking risks to emerge from junctions	Option Selection - Comments will be further considered in PCF Stage 3	
	O1 - Design / route	There is no junction shown for Burlingham Green and without a major junction (which would not be financially viable for a low volume of vehicles) there are likely to be numerous shunts	We are continuing to develop the junction strategy for the Scheme and will be taking these comments into consideration going forward.	
	O1 - Design / route	No apparent access from Dell Corner Lane to Main Rd, North Burlingham. Longer journey from The Green NR13 4SZ to go east towards Yarmouth	We are continuing to develop the junction strategy for the Scheme and will be taking these comments into consideration going forward.	
	O1 - Design / route	Although the route itself would be improved there would be no local relief route in case of accident or roadworks blocking the main road	We are continuing to develop the junction strategy for the Scheme and will be taking these comments into consideration going forward.	
	O1 - Design / route - existing route	This route the existing road is not very strait the bends have caused many accidents it is best to put a new road in	Option Selection - Comments will be further considered in PCF Stage 3	
	O1 - Design / route - existing route	This option uses the existing route but will most likely cause the most disruption during the built as traffic speed will be reduced	Buildability of the Scheme is currently being considered as part of the route selection criteria.	
	O1 - Design / route - existing route	Existing bends in road dangerous	Option Selection - Comments will be further considered in PCF Stage 3	
	O1 - Suggestions	If a new dual carriageway is needed (which it is) then a purpose built road to take the full flow of traffic should be built, not an upgrade	Option Selection comment	
	O1 - Suggestions	Having a footpath and cycle route would be the icing on the cake, particularly if it makes it to Acle	comment noted for future design development in PCF Stage 3.	
	O1 - Suggestions	Would like to see location of Blofield junction moved to the east	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3	
	O1 - Suggestions	The proposed junction at Blofield should be moved to the East, where Hemblington Road/High Noon Lane are opposite		
	O1 - Suggestions	However, North Burlingham would require a safe access to the new dualed carriageway, not as the present access which is limited vision onto the A47 towards Gt Yarmouth. They would also require a new access to travel towards Norwich. The junctions at Blofield and North Burlingham must be improved		
	O1 - Suggestions	As with all the routes, there would need to be an underpass to maintain and improve the existing link between the village of Burlingham Green/North Burlingham and Lingwood for local traffic to access the cycle paths, bridleways, footpaths and for access for workers to the care home and commuters to the train station		
	O1 - Suggestions	around about at the the White House junction with B1140 to Cantley		
	O1 - Suggestions	Unless an underpass is constructed across the A47 for local traffic, it appears to offer no access in or out of Dell Corner Lane, Lingwood Lane and Lingwood Road to the new A47		
	O1 - Suggestions	I would like to see a large roundabout at the Acle Road junction of the B1140		
	O1 - Suggestions	I believe by constructing a new road to the South of the existing road would minimise the impact to my business as well as to our daily travels		comment noted for future design development in PCF Stage 3.
	O1 - Suggestions	I would prefer the existing A47 to become part of the local road network to make it safer for local residents no cyclists		
	O1 - Suggestions	A new 4 lane dual carriageway would be better to build		
O1 - Suggestions	maybe switching to the S. side when gas main departs from A47 at Lingwood Rd (NIA 5208)	The comments all refer to issues regarding junction and side road strategy. As noted in Chapter xx and xx the junction and side road strategy will be undertaken in detail		
O1 - Suggestions	all junctions should be grade separated			
O1 - Suggestions	but put in a roundabout at the White House first!			
O1 - Suggestions	Least cost if the gas - main can remain, follows the original line of previous schemes and does not take large amounts of agricultural land (land transfer easy, as most land owned by Norfolk County Council)	comment noted for future design development in PCF Stage 3.		
O1 - Suggestions	3. New carriageway could be developed beside existing.	comment noted for future design development in PCF Stage 3.		
O1 - Suggestions	4. When new carriageway finish - refurbishing the existing carriageway could take place			
Option 2 (O2)	O2 - Design / route	Not so straight	Option Selection - Comments will be further considered in PCF Stage 3	
	O2 - Design / route	Seems to weave side to side and doesn't improve life for residents of North Burlingham	Option Selection - Comments will be further considered in PCF Stage 3	
	O2 - Design / route	Too many cross overs of old A47	Option Selection - Comments will be further considered in PCF Stage 3	
	O2 - Design / route	Junctions for local travel is poor	We are continuing to develop the junction strategy for the Scheme and will be taking these comments into consideration going forward.	
	O2 - Design / route	The best possibility for an exit westwards would seem to be a link to Main Road and onwards to the White House	Option Selection - Comments will be further considered in PCF Stage 3	

	O2 - Design / route	Keeps A47 on roughly its current location	Option Selection - Comments will be further considered in PCF Stage 3
	O2 - Design / route	Very complex mix of old and new roads left - will become another impractical and ineffective road design like Thorpe	Option Selection - Comments will be further considered in PCF Stage 3
	O2 - Design / route	This option is the worst as it brings the A47 further north	Option Selection - Comments will be further considered in PCF Stage 3
	O2 - Suggestions	A direct route also you can put a slip road into Dell Lane and out	The comments all refer to issues regarding junction and side road strategy. As noted in Chapter xx and xx the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
	O2 - Suggestions	Lost opportunity to make service road completely available as a tourist route and safe for cyclists	comment noted for future design development in PCF Stage 3.
	O2 - Suggestions	The proposed junction should be moved to the East, where Hemblington Road/High Noon Lane are opposite	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
	O2 - Suggestions	Would like to see location of Blofield junction moved to the east	
	O2 - Suggestions	Again if access were made possible from Dell Corner Lane to Main Road and Main Road to South Walsham Road, North Burlingham it would be better	
	O2 - Suggestions	Keep original 2 lanes so only need to build 2 more would save money and resources which can be used elsewhere	
	O2 - Suggestions	Unless an underpass is constructed across the A47 for local traffic, it appears to offer no access in or out of Dell Corner Lane, Lingwood Lane and Lingwood Road to the new A47	
	O2 - Suggestions	As with all of the routes, there would need to be an underpass to maintain and improve the existing link between the village of Burlingham Green/North Burlingham and Lingwood for local traffic to access the cycle paths, bridleways, footpaths and for access for workers to the care home and commuters to the train station	comment noted for future design development in PCF Stage 3.
	O2 - Suggestions	around about at the the White House junction with B1140 to Cantley	
	O2 - Suggestions	I believe by constructing a new road to the South of the existing road would minimise the impact to my business as well as to our daily travels	
	O2 - Suggestions	I would prefer the existing A47 to become part of the local road network to make it safer for local residents no cyclists	
Option 3 (O3)	O3 - Design / route	The most simplest route	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	Could be designed so that nobody is rendered homeless	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	Although this route would go through some of our tenanted farmland. This route is further away from our house. Plus this route would mean the closure of Lingwood Road for Lingwood traffic	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	It goes too far south which is unnecessary	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	It does not make sense why you would go so far away from the original road when you could run it side by side	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	Moving the new section of the A47 makes more sense than all other options which seem to incorporate sections of the A47 as is	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	1. Not a bad route just a bit longer than route 4 2. Could avoid gas pipe	We have been investigating known underground and overground services in the area, and will continue to do so going forward.
	O3 - Design / route	1. Route destroys current agricultural land. 2. Too far south of existing road although this does offer the opportunity of existing road being used for local traffic	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	This route will bring the main road closer to homes and farms	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	As new footprint so construction, congestion and drivers seeking alternative routes through village hopefully better	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	Sends road out into open country. I understand the Council owns this land, so it should not be a major issue	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	Sends road out into open country. I understand the Council owns this land, so it should not be a major issue	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	It seems illogical to have to purchase land and create a brand new road when a perfectly good route already exists. This route also seems a long way from the existing road to no real advantage and will affect local residents more	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	Take traffic furthest away from the largest number of properties	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	It seems as though option 3 would be slightly more invasive into the surrounding countryside and give a slightly longer route so I tend to prefer option 4	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	I don't see. Reason for the road to swing so far south of the existing A47	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	seems unnecessary to divert so far from existing route and must cause more disruption and cost in buying the land	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Design / route	It divides communities in Lingwood road	Option Selection - Comments will be further considered in PCF Stage 3
	O3 - Suggestion	Would like to see junction at Blofield moved east to position where Hemblington Road is opposite High Noon Lane	The comments all refer to issues regarding junction and side road strategy. As noted in Chapter xx and xx the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
	O3 - Suggestion	Proposed junction should be moved to the East Hemblington Road/High Noon Road	The comments all refer to issues regarding junction and side road strategy. As noted in Chapter xx and xx the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
	O3 - Suggestion	If access both east and west can be retained for residents of North Burlingham then this would seem to be the perfect option for us. An underpass would allow North Burlingham locals to safely access the BR station at Lingwood and other facilities. Horesriders would also benefit from this	comment noted for future design development in PCF Stage 3.
	O3 - Suggestion	It would be good to maintain or improve the link between the villages of Burlingham & Lingwood for local traffic of all kinds, pedestrian, cyclists etc maybe in the form of an underpass at Lingwood road, under the new route	comment noted for future design development in PCF Stage 3.
	O3 - Suggestion	Similarly, there should be an underpass at the western end allowing west-bound traffic to merge with the A47 near the Yarmouth Road junction (Blomfield). This would pay a double dividend: at present, traffic emerging from Yarmouth Road and turning right (east) has a difficult and dangerous route across the existing dual carriageway via the central reservation. The new underpass would allow safe access to the old roadway eastbound, past Burlingham and onwards to the new junction at South Walsham Road/White House	

	O3 - Suggestion	It would be good to include an underpass to maintain & improve the existing link between the villages of Burlingham & Lingwood for local traffic of all kinds, pedestrian, cyclists etc at Lingwood road, under the new route. This would also allow the opening up of the area safely for walkers, cyclists & equestrian traffic between Lingwood & Burlingham and also to access the railway station at Lingwood for onwards travel	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
	O3 - Suggestion	As with all of the routes, there would need to be an underpass to maintain and improve the existing link between the village of Burlingham Green/North Burlingham and Lingwood for local traffic to access the cycle paths, bridleways, footpaths and for access for workers to the care home and commuters to the train station	
	O3 - Suggestion	A lot will depend on the junctions, Ideally we would like to have access out at both ends, even if only on to a local road at the Blofield end - this may require the re-opening of High Noon Lane at the A47 end. This would save having to travel in the wrong direction to go to Norwich as we travel towards Norwich far more frequently than towards Yarmouth. Ideally, it will be possible to join the old A47 when approaching from a Norwich direction	
	O3 - Suggestion	Please no cars from Lingwood/NR13 4ST	
	O3 - Suggestion	2. Could avoid gas pipe	
	O3 - Suggestion	Feel the road would be better alongside the existing road	
	O3 - Suggestion	Wasteful in cost when a perfectly good road can be included in the plans	comment noted for future design development in PCF Stage 3.
	O3 - Suggestion	Hopefully a light - weight Bridge could be provided for local traffic, cyclists, pedestrians and horses	
	O3 - Suggestion	The old road looks to be used and those living on either side will presumably be avoided with an alternative safe way to enter and exit the A47	
	O3 - Suggestion	Could be designed so that nobody is rendered homeless	
	O3 - Suggestion	Only in favour if junction with Lingwood Road good or underpass	The comments all refer to issues regarding junction and side road strategy. As noted in Chapter xx and xx the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
	O3 - Suggestion	Also with all this work going on maybe we could have gas put on for the village	comment noted for future design development in PCF Stage 3.
	O3 - Suggestions	also it would still leave a service road and maybe we could have a bus route put in. Also with all this work going on maybe we could have gas put on for the village	comment noted for future design development in PCF Stage 3.
	O3 - Suggestions	In addition, it is recognised that access to Lingwood village is currently via a road network of varying width. Option 3 could offer an opportunity to enhance road access using an improved Lingwood Road (and a suitable junction arrangement) to help access to the village (which has been the subject of recent housing growth) and where future housing growth may be appropriate to accommodate	The comments all refer to issues regarding junction and side road strategy. As noted in Chapter xx and xx the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
Option 4 (O4)	O4 - Design / route	The curves in the road are less favourable than the general sweep effect of option 3	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	It creates a completely new route which allows the existing road to become part of the local road network for farm, pedestrian, equestrian, cyclists and other traffic to use to go between Blofield & North Burlingham	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	However, the unhappy proximity of the roads will be poorer visually than the more remote option 3 route, unless there's very careful, dense, screen planting between the two	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	It creates a completely new route which allows the existing road to become part of the local road network for farm, pedestrian, equestrian, cyclists traffic to use to go between Blofield & North Burlingham	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	I think this route would be great but per earlier comments you need to ensure decent junctions, ideally roundabouts, are put in to ensure it is safe for people joining the road otherwise you can expect even more fatalities due to the increased speed motorists will drive at due to it all being dual carriageway.ad	We are continuing to develop the junction strategy for the Scheme and will be taking these comments into consideration going forward.
	O4 - Design / route	This route is straighter and is not so wasteful with regards to land use	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	but the route is better as a big further south	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	looks like a simpler route with straighter road	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	We believe (though Noone has been kind enough to confirm when requested) that the plan shows this option to pass Lingwood road junction very close to the existing highway; which I presume is not possible due to the location of the gas main	We have been investigating known underground and overground services in the area, and will continue to do so going forward.
	O4 - Design / route	We believe (though Noone has been kind enough to confirm when requested) that the plan shows this option to pass Lingwood road junction very close to the existing highway; which I presume is not possible due to the location of the gas main	We have been investigating known underground and overground services in the area, and will continue to do so going forward.
	O4 - Design / route	This option gives the best location for the new carriageway of all the four options	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	other than the fact that it may necessitate an elevated section over Lingwood road	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	why not at least use the present road for one side of the dual carriageway	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	when the existing road could be more widely used	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	it's virtually the same as the existing for most of it and again would be taking land on Blofield village side close to the allotments which we have worked hard to set up (3 years before we got the land) and 5 years establishing	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	Once again this route comes with it problems but could work but is at Burlingham hamlet would have to travel to Lingwood to gain access to A47 as the alternative but this proves no problem as we already do so	We are continuing to develop the junction strategy for the Scheme and will be taking these comments into consideration going forward.
	O4 - Design / route	Most straightforward route	Option Selection - Comments will be further considered in PCF Stage 3
	O4 - Design / route	I have no information on the exact position of the gas main at the W end but I presume this would have to be rerouted with the carriageway placed S of the existing road * S of the new dual carriageway. Expensive	We have been investigating known underground and overground services in the area, and will continue to do so going forward.
	O4 - Suggestion	The biggest problem on any of the proposed routes is to make sure a roundabout for the junction B1140/A47/Acle Road. This junction has had so many accidents and during the sugar beet season, lorries use and cross this junction usually from September to April, in all directions. This could mean moving the B1140 junction nearer to the junction on the A47 going to the Acle Road 1140	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
	O4 - Suggestion	A footbridge would be possible to link Lingwood side with the Burlinghams	
	O4 - Suggestion	as long as there is a link north from Lingwood - I presume a bridge	comment noted for future design development in PCF Stage 3.

O4 - Suggestion	If it were possible to join the various north/south roads it would greatly improve the street in Blofield and the lives of those in the villages each side of the road (A47)	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
O4 - Suggestion	Lingwood Road, Lingwood Lane should be blocked from A47 as should have High Noon Lane	
O4 - Suggestion	also it would still leave a service road and maybe we could have a bus route put in. Also with all this work going on maybe we could have gas put on for the village	
O4 - Suggestion	Lingwood Road and Dell Corner Lane could be realigned and bridged over the new bypass	
O4 - Suggestion	Plus we would need an underpass/bridge so we could access North Burlingham village and church. The Lingwood community would also require this as there are all the walks at Burlingham that link up to Lingwood through footpaths	comment noted for future design development in PCF Stage 3.
O4 - Suggestion	Leaving existing road is a nonsense. Land should be restored for use	The comments all refer to issues regarding junction and side road strategy. As noted in Chapter xx and xx the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
O4 - Suggestion	The two proposed junctions must be rounder routes/fly over otherwise the works are a waste of time and money	
O4 - Suggestion	why not at least use the present road for one side of the dual carriageway	
O4 - Suggestion	The old A47 road can then be utilised for local village transit traffic	
O4 - Suggestion	I think this route would be great but per earlier comments you need to ensure decent junctions, ideally roundabouts, are put in to ensure it is safe for people joining the road otherwise you can expect even more fatalities due to the increased speed motorists will drive at due to it all being dual carriageway.	comment noted for future design development in PCF Stage 3.
O4 - Suggestion	A lot will depend on the junctions, ideally we would like to have access out at both ends, even if only on to a local road at the Blofield end - this may require the re-opening of High Noon Lane at the A47 end. This would save having to travel in the wrong direction to go to Norwich as we go towards Norwich far more frequently than towards Yarmouth. We hope it will be possible to join the old A47 when approaching from a Norwich direction - this may also help emergency vehicle access	
O4 - Suggestion	Underpasses should be built at Lingwood Road and Lingwood Lane. As some of the present use of these routes is equestrian, headroom should be sufficient for horse and rider, even if it is restricted for smaller vehicles only. Similarly, there should be an underpass at the western end allowing west-bound traffic to merge with the A47 near the Yarmouth Road junction (Blomfield). This would pay a double dividend: at present, traffic emerging from Yarmouth Road and turning right (east) has a difficult and dangerous route across the existing dual carriageway via the central reservation. The new underpass would allow safe access to the old roadway eastbound, past Burlingham and onwards to the new junction at South Walsham Road/White House	
O4 - Suggestion	It would be good to have some kind of link between the villages of Burlingham & Lingwood for local traffic of all kinds, pedestrian, cyclists etc maybe in the form of an underpass at Lingwood road, under the new route. The Care home at Burlingham House located just off Dell Corner Lane has visitors and staff needing access, some of the staff live locally in Lingwood and cycle to the care home and this would be beneficial to them on their commute between the two. This would allow the opening up of the area safely for walkers, cyclists even equestrians between Burlingham and Lingwood and also to access the railway station at Lingwood for onwards travel & commuting. It also allows for the existing road to be a genuine route alternative should the new carriage way suffer from a blockage of some kind	
O4 - Suggestion	Keep original 2 lanes so only need to build 2 more would save money and resources which can be used elsewhere	comment noted for future design development in PCF Stage 3.
O4 - Suggestion	It would be good to have some kind of link between the villages of Burlingham & Lingwood for local traffic of all kinds, pedestrian, cyclists etc maybe in the form of an underpass at Lingwood road, under the new route. This would allow the opening up of the area safely for walkers, cyclists and even equestrian traffic between Burlingham and Lingwood and also to access the railway station at Lingwood for onwards travel & commuting. It also allows for the existing road to be a practical route alternative should the new carriage way suffer from a blockage of some kind	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
O4 - Suggestion	An underpass would allow North Burlingham pedestrians & cyclists to safely access the BR station at Lingwood and other facilities. Horesriders would also benefit from this	
O4 - Suggestion	As both option 3 and option 4 require the purchase of land it would be preferable in my view to improve the quality of life of local residents as much as possible by constructing the highway as far as possible from local residents	comment noted for future design development in PCF Stage 3.
O4 - Suggestion	As with all of the routes, there would need to be an underpass to maintain and improve the existing link between the village of Burlingham Green/North Burlingham and Lingwood for local traffic to access the cycle paths, bridleways, footpaths and for access for workers to the care home and commuters to the train station	The comments all refer to issues regarding junction and side road strategy. As noted in Scheme Assessment Report the junction and side road strategy will be undertaken in detail in the preliminary design stage in PCF Stage 3
O4 - Suggestion	around about at the the White House junction with B1140 to Cantley	
O4 - Suggestion	The junction at Blofield should be moved to the East Hemblington Road/High Noon Road	
O4 - Suggestion	Lingwood Lane could be stopped-up providing Restricted Byway rights are retained	
O4 - Suggestion	Lingwood Road would be severed, thus requiring a gap in the central reservation with Restricted Byway rights retained	
O4 - Suggestion	Would like to see junction at Blofield moved east to position where Hemblington Road is opposite High Noon Lane	
O4 - Suggestion	Also provides opportunity for an enhanced junction at the Blofield end of the A47 dualling which if constructed, say a roundabout, could provide an alternative North / South route for vehicles to access the A47 without having to enter Blofield to do so	
O4 - Suggestion	The old A47 could also be used as a country lane to link with Blofield	