

**A47 corridor improvement scheme**  
Public consultation report  
A47/A141 Guyhirn junction

Road Investment Strategy

A47 Improvements

Guyhirn Junction

Report on Public Consultation

August 2017

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# 1 Introduction

## 1.1 Background

- 1.1.1 Highways England (HE) is the government owned company charged with operating, maintaining and improving England's motorways and major A roads. Formerly the Highways Agency, HE became a government owned company in 2015.
- 1.1.2 The Road investment strategy (RIS) sets out HE's long-term programme for our motorways and major roads with the stable funding needed to plan ahead effectively.
- 1.1.3 The RIS can be read and downloaded at:
- 1.1.4 <https://www.gov.uk/government/publications/road-investment-strategy-for-the-2015-to-2020-road-period>
- 1.1.5 HE recently launched its annual Delivery Plan 2017 – 2018, which can be read and downloaded at:
- 1.1.6 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/635613/Highways\\_England\\_Delivery\\_Plan\\_Update\\_2017-2018.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/635613/Highways_England_Delivery_Plan_Update_2017-2018.pdf)
- 1.1.7 The A47 trunk road forms part of the strategic road network and provides for a variety of local, medium and long distance trips between the A1 and the east coast. The corridor connects the cities of Norwich and Peterborough, the towns of Wisbech, Kings Lynn, Dereham, Great Yarmouth and Lowestoft and a succession of villages in what is largely a rural area.
- 1.1.8 The A47 runs for 115 miles from the A1 west of Peterborough to the east coast ports of Great Yarmouth and Lowestoft.
- 1.1.9 Over half of the road is single carriageway.
- 1.1.10 The cities of Peterborough and Norwich attract additional traffic, particularly during the morning and evening peak periods.
- 1.1.11 There has been rapid growth over the past decade, especially in Peterborough where the population increased by 16% between 2001 and 2011.
- 1.1.12 Further planned growth, including the new City Deal for Norwich, will mean that over 50,000 new jobs and 100,000 new homes are planned for the area.
- 1.1.13 The A47 has a number of congestion hotspots around Norwich, Peterborough and Great Yarmouth. There is also significant growth predicted in the area which the proposed improvements will help to support.
- 1.1.14 HE is proposing 6 locations along the route for improvements. These are:
- A47 Wansford to Sutton; dualling
  - A47/A141 Guyhirn Junction; junction improvement
  - A47 North Tuddenham to Easton; dualling
  - A47 Blofield to North Burlingham; dualling
  - A47/ A11junction; Thickthorn junction improvement

- A47 Great Yarmouth Junctions; junction improvements to Vauxhall roundabout and Gapton roundabout

## **1.2 Purpose of non-Statutory Public Consultation**

- 1.2.1 The purpose of the non-Statutory Public Consultation was to seek views on the outline proposals from the general public, Statutory Consultees, including local authorities, and other interested bodies. It was stated that comments received as a result of the consultation process will be considered.
- 1.2.2 The Public Consultation period was from 13 March 2017 to 21 April 2017.

## **1.3 Purpose and Structure of Report on Public Consultation**

- 1.3.1 This report describes the process that was followed for the non-statutory public consultation arrangements, and provides factual information on the responses received.
- 1.3.2 Dialogue by Design, a company that specialises in public consultation and engagement services, was appointed by Highways England, to process and analyse the responses to the Public Consultation.
- 1.3.3 This forms part of a package of information, informing the Preferred Route Announcement.

## **1.4 A47 Guyhirn Junction**

- 1.4.1 Guyhirn roundabout is located on the A47 near Guyhirn and Ring's End villages in Fenland, Cambridgeshire. The junction is approximately 23km east of Peterborough city centre, 9km south-west of Wisbech and 6.5km north of March.
- 1.4.2 Guyhirn roundabout is the junction between the A47, known as Fen Road to the west and South Brink to the north-east, and the A141 March Road to the south. It is located immediately east of a crossing of the River Nene.
- 1.4.3 To the immediate west of the roundabout it is largely open land, bordered by A141 or A47 and the River Nene. To the east of the roundabout is small wooded area, and beyond that is the local access March Road providing access to a number of domestic properties.
- 1.4.4 In developing this scheme HE aims to address these issues by upgrading the existing junction to a high quality junction.
- 1.4.5 The scheme will support economic growth by making journeys safer and more reliable.

## **1.5 Scheme Objectives and Proposals**

- 1.5.1 HE's Strategic Business Plan sets out the objectives of the proposed A47 Guyhirn Junction scheme as:

### **Supporting Economic Growth**

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

### **A Safe and Serviceable Network**

- 1.5.3 Improving road safety for all road users through being designed to modern highway standards appropriate for a strategic road.

### **A More Free-Flowing Network**

- 1.5.4 Increasing the resilience of the junction in coping with incidents such as collisions, breakdowns, maintenance and extreme weather. The improved A47 Guyhirn Junction would be more reliable, reducing journey times and providing capacity for future traffic growth.

### **Improved Environment**

- 1.5.5 Protecting the environment by minimising adverse impacts and where possible deliver enhancements by improving the environmental impact of transport on those living along the existing A47 and by minimising the impact of new infrastructure on the natural and built environment.

### **An Accessible and Integrated Network**

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

### **Value for Money**

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

## **2 Proposals Presented for Public Consultation**

### **2.1 The Proposed Option**

- 2.1.1 Our proposal is to enlarge the junction. We propose to increase the size of the roundabout and create 3 lanes on all approaches to the junction.
- 2.1.2 We also propose to widen the existing carriageway on the River Nene Bridge to accommodate the additional traffic lane.

### **2.2 Alternative Options**

- 2.2.1 As part of the supporting information for the consultation a Non-Technical Summary Report was prepared and made available to the general public on HE's scheme website. This document provided background information on the scheme development prior to the consultation and included details of the alternative options considered along with the reasoning for their rejection.
- 2.2.2 Further information regarding review of alternative options, prior to Public Consultation, including a copy of the Non-Technical Summary Report can be found at the following website location:  
  
<http://www.highways.gov.uk/a47Improvement>
- 2.2.3 Please click through the appropriate links to download and view the Non-Technical Summary Report.

## **3 Consultation Arrangements**

### **3.1 Brochure and Questionnaire**

- 3.1.1 A copy of the Public Consultation brochure is included in Appendix A.
- 3.1.2 The brochure includes:
- Information on the scheme proposals
  - A map showing constraints around the local area
  - Contact details to enable comments to be made to Highways England. These consisted of postal address, email and website address, and telephone number.
- 3.1.3 A separate questionnaire document for respondents to complete and return to the Highways England was prepared. A copy of this questionnaire is also included in Appendix B.
- 3.1.4 Questions were asked to gain information such as type and location of user, frequency and purpose of use, and to obtain feedback on the proposal shown. Information and analysis of the questionnaire responses received is provided in the following Sections. Respondents were also invited to make additional comments if they wished to do so.
- 3.1.5 Brochures and questionnaires were also deposited at Wisbech Library and March Tesco (after the PIE).

### **3.2 Advertising**

- 3.2.1 The Public Consultation Exhibition was advertised as follows:
- Highways England website for the A47 Improvement:
  - <http://www.highways.gov.uk/a47Improvement> ;
  - Highways England press notice (published on 15 March 2017):
  - <https://www.gov.uk/government/news/have-your-say-on-plans-to-dual-and-improve-junctions-on-the-a47> ;
  - Invitation to local MPs, local councillors and other key stakeholders to attend a preview of the Exhibition, before it opened to the public, held on the 13 and 14 March 2017 for Norwich and Peterborough, respectively;
  - Advertisements in local newspapers; Norwich Evening News, Eastern Daily Press, Fenland Citizen and Cambridge & Wisbech Standard;
  - Interviews on local television news and radio;
  - Notices posted at strategic locations around the Guyhirn and Wisbech area before the Exhibition;
  - Leaflet drops were undertaken in the Guyhirn and Wisbech area;
  - Notices posted at the exhibition venue on the days of the exhibition;
  - A 'static' advertisement was set up at Wisbech Library (refer to Section 3.6 for further details).

### 3.3 Public Information Exhibitions

- 3.3.1 The Public Information Exhibitions (PIEs) were held on 16, 17 and 18 March 2017. Details are shown in Table 3.1 below, including the number of visitors that attended. The exhibition was attended by staff from Highways England and its consulting engineers Amey, who were available to answer questions on the proposals from members of the public.
- 3.3.2 The venues were selected with the aim of providing the optimum opportunity for members of the public across the area to attend, as well as offering the most suitable facilities locally to hold such an exhibition. .
- 3.3.3 The PIEs presented the scheme proposals on display boards, with a combination of drawings and descriptive text. The display material was based on the brochures, presented to a lesser detail.
- 3.3.4 Copies of the brochure and questionnaire were available at the exhibitions. Members of the public were advised that they could complete a hard copy of the questionnaire and post it back the HE using the Freepost envelope provided or complete the questionnaire online at the website detailed in the brochure.

### 3.4 Display Material

- 3.4.1 The display material contained information about the scheme and the issues surrounding it, including the following:
- Welcome board (including an introduction to the scheme);
  - A47 Guyhirn Junction (including details of why the scheme is needed);
  - Objectives of the scheme;
  - Environmental constraints plan;
  - Proposed option (with a diagrammatic layout drawing of the proposed option);
  - What happens next? (with board details of the overall scheme programme);
  - How to respond? (with details of the various methods for completing the questionnaire).
- 3.4.2 In addition, plans were available to view on tables, including option drawings and Ordnance Survey base mapping.

### 3.5 Attendance at Exhibition

- 3.5.1 The total number of visitors that attended the exhibition is detailed in Table 3.1 below.

**Table 3.1 Public Information Exhibitions Details**

Venue	Date	Opening Times	Number of Visitors
Wisbech St Mary Sports and Community Centre	Thurs 16 March 2017	3pm – 8pm	11
Guyhirn Village Hall	Fri 17 March 2017	10am – 5pm	55
Wisbech St Mary Sports and Community Centre	Sat 18 March 2017	10am – 2pm	11

### **3.6 Additional material on display**

- 3.6.1 An additional 'static' panel was set up at Wisbech Library and March Tesco during the course of the consultation period and March Tesco following the conclusion of the PIEs. The panel provided details of the proposed Public Information Exhibition events along with details of how to access the consultation material and respond to the questionnaire. Copies of the brochure and questionnaire were also made available at this event for the general public to pick-up.

### **3.7 Meetings with affected parties**

- 3.7.1 As part of the consultation process, HE actively sought to discuss the proposals with parties directly affected by the proposals, such as landowners and those with business interests or development proposals in the scheme area.
- 3.7.2 Consultation will continue as the design is developed further.

## 4 Reporting Methodology

### 4.1 Data receipt and digitisation of all submissions

4.1.1 Consultation responses were handled differently according to the format in which they were received as detailed in the following sections. Consultation responses from all channels were assigned a unique reference number and imported into Dialogue by Design's bespoke consultation database for analysis.

4.1.2 The total number of responses to the consultation was 70 received from the following channels:

**Table 1: Number of responses by type**

Type of responses	Count
Online response form	37
Response form hardcopy	27
Emails/letters	6
<b>Total</b>	<b>70</b>

4.1.3 As a result, the findings set out in the report should be treated with caution and not interpreted as representative of the views of the wider population of Guyhirn, Wisbech and the surrounding area. Nevertheless, the responses that have been received highlight a wide range of issues detailed later in this report.

4.1.4 Emails, letters and any other responses that did not follow the question structure of the feedback form were categorised as unstructured (or non-fitting) feedback. These responses were integrated with the open text responses to the final consultation question ('Please use this space if you wish to make further comments'). As is common in public consultations, the number of responses per question varied, as not all respondents chose to respond to all questions<sup>1</sup>. The table below shows the number of responses by question.

**Table 2: Number of responses by question**

Question	Responses
1. Are you? (A driver/motorcyclist; a cyclist; a pedestrian; a recreational walker; an equestrian; a local resident; a local business (including farm), a visitor to the area; Other)	64
2. How often do you travel through the A47 Guyhirn junction? (Daily; Weekly; Monthly; Not at all)	63
3. For what purpose do you travel through the A47 Guyhirn junction? (Local journeys; Long distance journeys; Local business; Commuting)	36
4. How close do you live to the A47 Guyhirn junction? (Under 1 mile; Between 1 and 5 miles; Greater than 5 miles)	62
5a. Do you think improvements are needed to the A47 Guyhirn junction?	63

<sup>1</sup> See section 4.3.2 interpreting the charts

(Yes; No)	
5b. Please explain the reason for your response	61
6a. What is your view of the proposed option for the A47 Guyhirn junction? (Strongly in favour; Somewhat in favour; Neutral; Somewhat against; Strongly against)	64
6b. Are there any reasons for your choice?	51
7a. Should provision for pedestrians, cyclists, equestrians or other users be improved on the A47 Guyhirn junction? (Yes; No)	61
7b. Please explain the reason for your response	57
8. Please use this space if you wish to make further comments (including non-fitting letters or emails)	33

### **Responses via the website**

- 4.1.5 Online submissions were downloaded from the consultation website by Highways England and supplied as a .csv file to Dialogue by Design at the end of the consultation period. These files were then added digitally to Dialogue by Design's consultation database.

### **Paper response forms and letters received via the freepost address**

- 4.1.6 A freepost address operated for the duration of the consultation for respondents to submit their response in hard copy. Upon receipt, letters and paper-based response forms were logged and given a unique reference number. Scanned copies were then imported into the consultation database and the content was data entered in the same format as the online responses.

### **Email responses**

- 4.1.7 Responses contained within the body of an email were digitally imported into the consultation database. Responses which were sent through as email attachments were imported into the consultation database and data-entered where necessary.

### **Responses containing non-text elements**

- 4.1.8 Any submissions containing images, maps and other non-text content were made available to analysts as a PDF version of the original submission so this information could be viewed alongside any written responses.

## **4.2 Analysis Process**

- 4.2.1 A coding framework was created to ensure a thorough and fair analysis of the views expressed by respondents. The coding framework enabled analysts to categorise responses by themes and issues so that main ideas as well as specific points of detail could be captured and reported.

- 4.2.2 A senior analyst reviewed an early set of responses to formulate an initial framework of codes. A two-tier approach was taken to coding, starting with high level themes and then specific codes. The top-level themes are listed below.

- Improvements Needed
- Proposed Option
- Non-motorised users (NMUs)
- General

- Consultation Process
- Location
- Other

4.2.3 Each code within a theme represents a specific issue or argument raised in the responses. The analysts use natural language codes (rather than numeric sets) as this allows them to suggest refinements as well as aiding quality control and external verification.

4.2.4 The application of a code to part of a response was done by highlighting the relevant text and recording the selection. A single submission could receive multiple codes. Where similar issues were raised, care was taken to ensure that these were coded consistently.

4.2.5 The coding process enabled all responses to be indexed according to the issues raised by respondents, and enabled a detailed summary of the content by means of this report.

### **4.3 Reporting**

4.3.1 Chapters 5 to 9 of this report summarise the main themes raised by respondents to the consultation, including members of the public and stakeholder organisations.

4.3.2 Quotes from respondents are used to illustrate particular arguments throughout the report. These quotes are taken directly from consultation responses and any spelling or grammatical errors are those of the respondent and not Dialogue by Design.

4.3.3 The following points should be considered when interpreting the charts in this document:

- As a consultation process is self-selecting, those who respond cannot be considered a representative sample. This is why absolute numbers have been used rather than percentages.
- The values shown in the chart show only those who completed the online or paper questionnaire.
- Some respondents chose not to answer some of the closed questions on the questionnaire or did not answer the closed question but chose to answer the open question.

4.3.4 Please note, therefore, that the proportions shown in the charts cannot be considered as fully representative of all respondents who participated in the consultation, and certainly not representative of any wider community or population. The number of valid responses to a question is indicated on the graph as (n=x).

### **4.4 Quality Assurance**

4.4.1 DbyD has a series of quality assurance procedures in place at different stages of the data entry and analysis stages to ensure that representations are accurately captured and analysed.

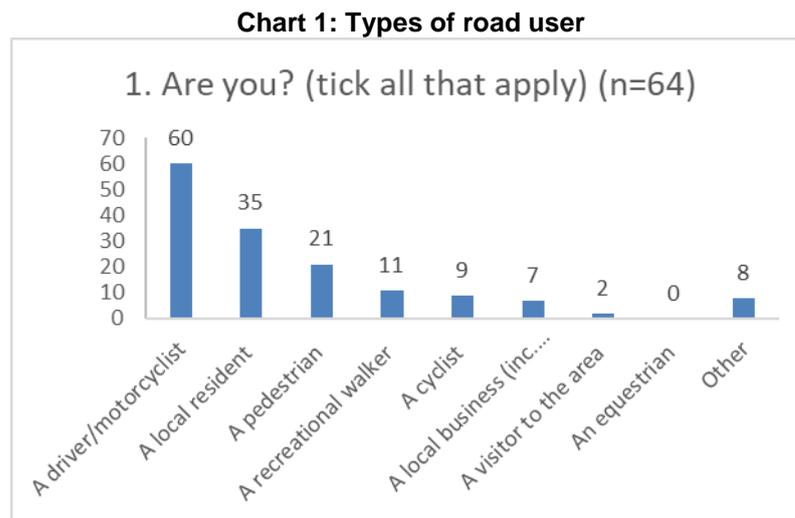
4.4.2 A senior member of staff reviews a sample of the work of all our trained data entry staff. If any errors are identified they are corrected and an increased proportion (up to 100%) of the work is reviewed where a series of errors are found.

4.4.3 At the analysis stage, quality assurance procedures are based on regular team meetings and updates to discuss the process and compare working notes to ensure a consistent and accurate approach is taken by each analyst.

## 5 Quantitative Analysis

### 5.1 Types of road user

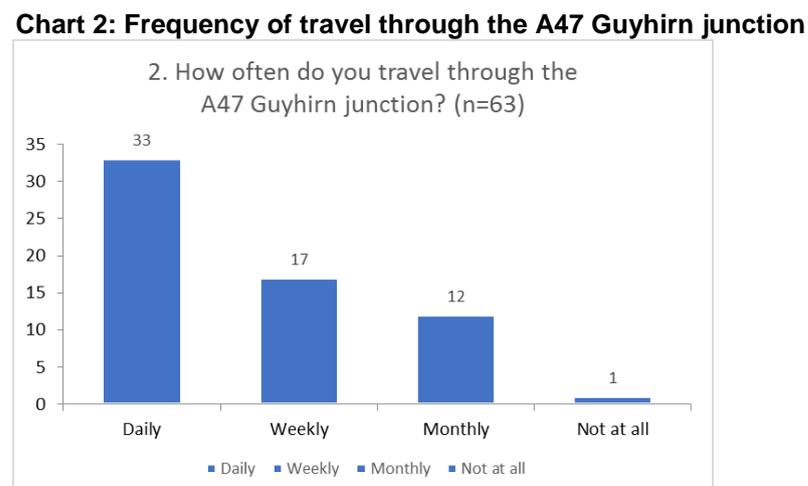
- 5.1.1 Question 1 asks respondents to select from a set of descriptions which they feel best applies to them, and allows for them to make multiple selections. The responses are shown in the chart below:



- 5.1.2 60 of the 64 respondents who answer this question identify themselves as drivers and motorcyclists, 35 identify themselves as local residents and a 21 identify themselves as pedestrians. A smaller number of respondents select other descriptions.

### 5.2 Frequency of travel through the A47 Guyhirn junction

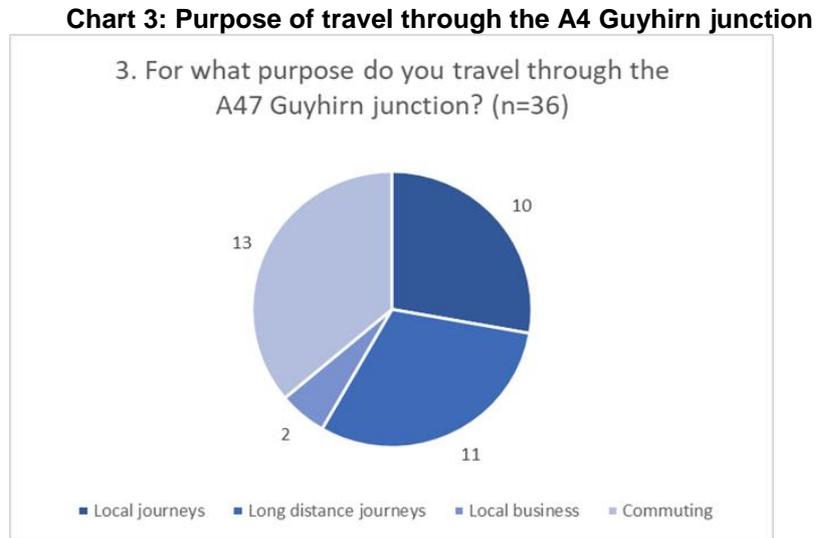
- 5.2.1 Question 2 asks respondents to select how often they travel through A47 Guyhirn junction and these responses are shown in the chart below:



- 5.2.2 33 of the 63 of respondents who answer this question indicate that they travel through A47 Guyhirn junction daily, with 17 indicating that they travel through A47 Guyhirn junction weekly. 12 say that they travel through A47 Guyhirn junction monthly. 1 respondent indicates that they never travel through A47 Guyhirn junction.

### 5.3 Purpose of travel through the A47 Guyhirn junction

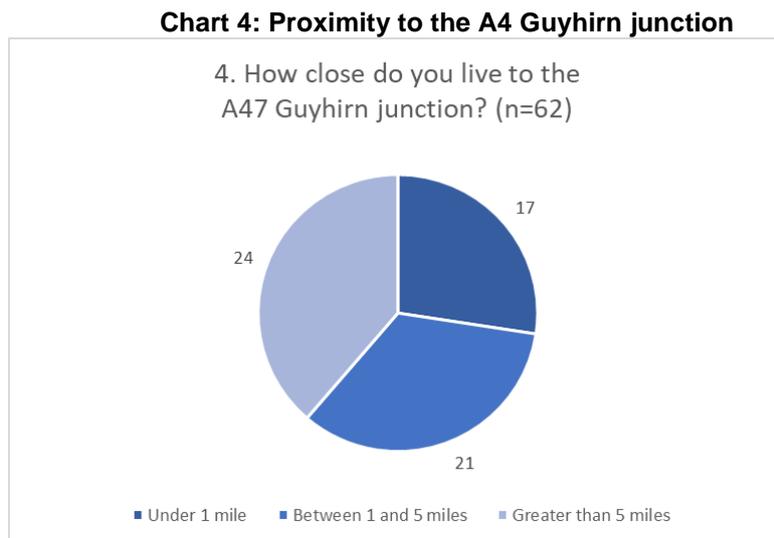
5.3.1 Question 3 asks respondents to select the purpose of their travel through A47 Guyhirn junction and these responses are shown in the chart below:



5.3.2 13 of the 36 respondents who answer this question indicate that they travel through A47 Guyhirn junction on their commute. 11 say that they travel through A47 Guyhirn junction on long distance journeys and 10 say that they travel through A47 Guyhirn junction on local journeys. 2 respondents selected local business as their reason for travelling through the Guyhirn junction.

### 5.4 Proximity to the A47 Guyhirn junction

5.4.1 Question 4 asks respondents to select their proximity A47 Guyhirn junction. These responses are shown in the chart below:



5.4.2 Of the 62 respondents who answered this question 24 indicate that that live more than 5 miles away and 21 indicate that they live between 1 and 5 miles away. 17 indicate that they live under a mile away.

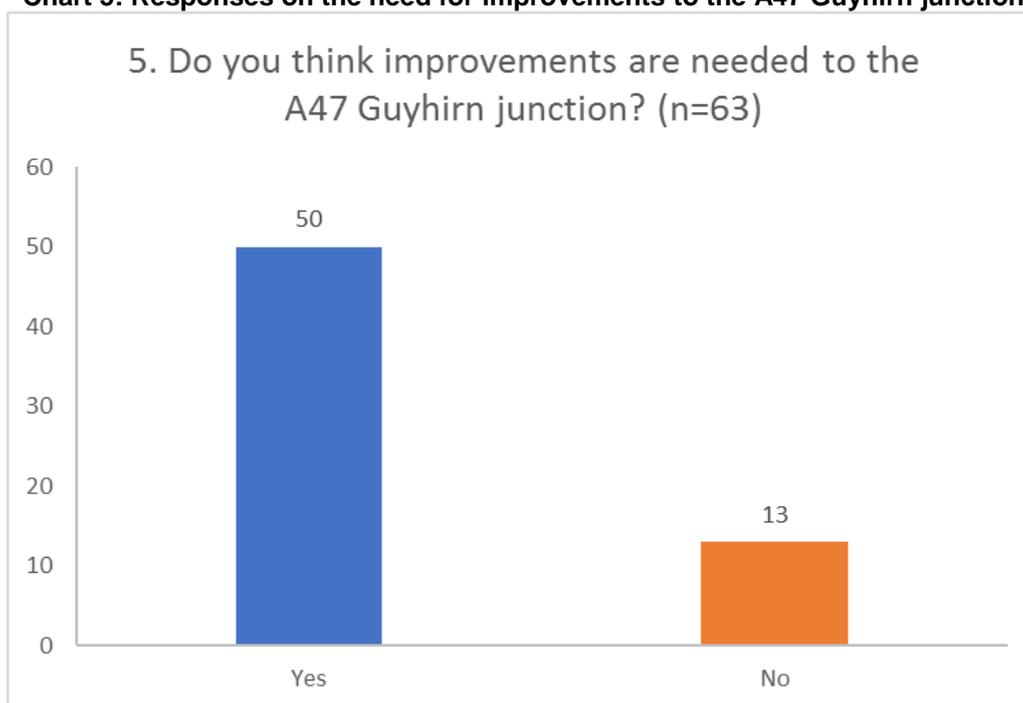
## 6 The Need for Improvements

### 6.1 Response to Question 5

6.1.1 Question 5 asks respondents if they believe improvements are needed to the A47 Guyhirn junction.

6.1.2 Question 5a asks respondents to select whether they agree or disagree that improvements are needed and these responses are shown in the chart below:

**Chart 5: Responses on the need for improvements to the A47 Guyhirn junction**



6.1.3 A total of 50 respondents believe improvements are needed, while 13 disagree.

6.1.4 Question 5b asks respondents to summarise their reasons for their response to 5a. These are discussed in section 6.2 below which summarises the views of the 61 respondents who answer question 12a as well as respondents who provide comments on the need for improvements within their answers to other questions in the consultation.

### 6.2 Summary of issues by theme

#### Comments supporting the need for improvement to the Guyhirn junction

6.2.1 Congestion is the most common reason that respondents give to support the need for improvements. Many respondents comment that traffic is particularly bad at this junction at peak times and during the summer (due to holiday traffic), causing lengthy delays. Some comment specifically that there is not enough capacity at this junction, especially given the increase in traffic volume. Several respondents say that the level of traffic is a safety hazard, with a few respondents specifying that there is currently no room to overtake others in the case of an accident, and that it is unsafe for cyclists.

*“Tail backs from the roundabout causes lengthy delays exiting from the Guyhirn village and the services opposite” – User 100017*

- 6.2.2 Some respondents make specific references to routes which influence the congestion at this roundabout. For example, several respondents comment that traffic on the roundabout is made worse by the fact that there is no longer a right turn from B1187 Gull Road forcing additional drivers to use this roundabout. A few say this particularly effects those driving from Guyhirn village to Peterborough.

*“This has also been made worse with the local traffic exiting at Junction of A47/Gull Road, Guyhirn, no longer being able to turn right, but having to navigate the roundabout at A47/A141, which prevents traffic to free flow at peak times as the constant stream of traffic travelling completely around the roundabout.” – User ID 1111*

- 6.2.3 A small number of respondents comment on the need for an improved design of the Guyhirn junction, with a few respondents commenting specifically on the lack of visibility of the roundabout when approaching the junction from March (A141), suggesting that it is too high to see the traffic. A few respondents specify that improvements are required to future-proof this junction in case the A47 becomes a dual carriageway. Some respondents comment more generally that any improvements to the Guyhirn junction would be welcome.
- 6.2.4 Several respondents comment on the need for improvements for non-motorised vehicles. These comments are detailed below in chapter 7.

### **Comments opposing the need for improvement to the Guyhirn junction**

- 6.2.5 A few respondents comment that no improvements are necessary. Some say the Guyhirn junction operates well compared to other junctions. For example, several respondents suggest that improvements to Elme Hall roundabout (located in Wisbech on the A47/A1101) should be made prior to developments at Guyhirn as they say this is where more issues lie.
- 6.2.6 Several respondents suggest that the present traffic flow is adequate and feel that changes to this junction would not be worth the perceived disruption and cost. A small number comment that issues at this roundabout are due to driver behaviour which would not be addressed through re-modelling.
- 6.2.7 Several respondents express concern that increasing capacity at the Guyhirn junction would lead to bottlenecks elsewhere on the A47. For example, a few respondents suggest this could cause congestion at Elme Hall roundabout.
- 6.2.8 A large proportion of those who believe improvements are not needed at Guyhirn junction, comment that this junction itself is not the cause of traffic issues. Instead, they suggest that issues at this junction are caused by problems on the roads leading to the junction with a large proportion of these respondents reiterating the lack of a right turn from B1187 Gull Road as a key issue. Some respondents specify that the stretch of road between Thorney (located to the west) and Wisbech is problematic (which includes the A47 Guyhirn junction), commenting that parts of this road are dangerous with limited space. Some respondents comment that these issues, along with issues at the Guyhirn junction, could be addressed by dualling the A47.
- 6.2.9 A few respondents comment that the money used to improve this junction could be better spent elsewhere. Some respondents seek further information about how this junction will be affected by the potential future dualling of the A47, commenting that changes should not be made to this junction until this is clarified.

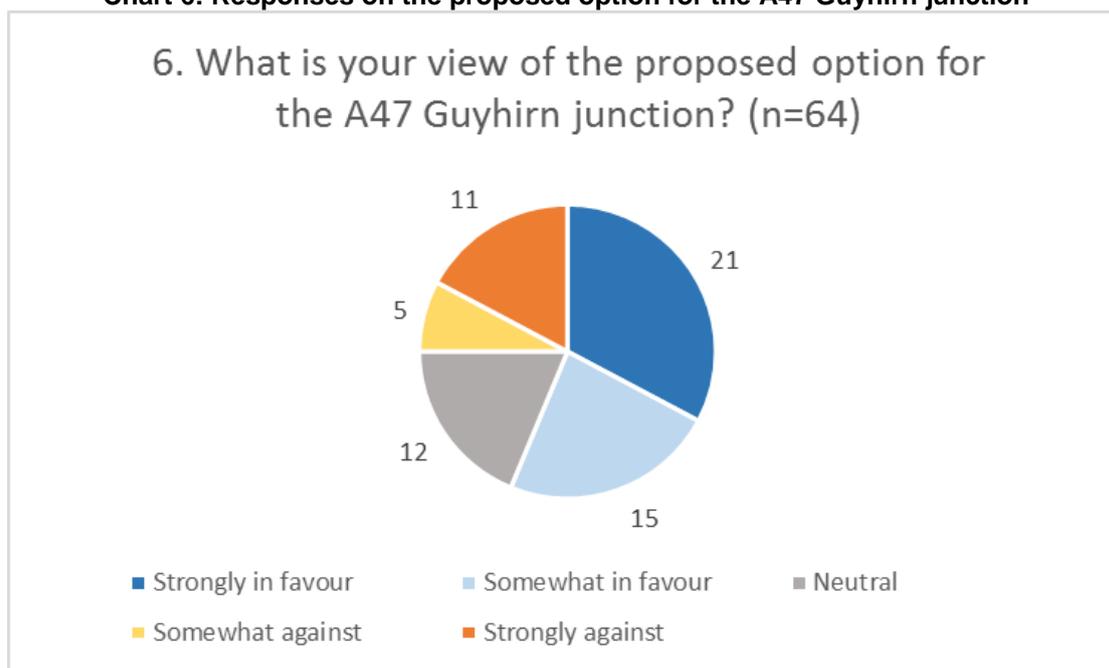
## 7 Comments on Proposed Option

### 7.1 Response to question 6

7.1.1 Question 6 asks respondents for their view on the proposed option for A47 Guyhirn junction

7.1.2 Question 6a asks respondents to select their level of support for the proposed changes to the A47 Guyhirn junction and these responses are shown in the chart below:

**Chart 6: Responses on the proposed option for the A47 Guyhirn junction**



7.1.3 21 of 64 respondents who answer this question are strongly in favour of the proposed changes to A47 Guyhirn junction and 15 are somewhat in favour. 11 say that they are strongly against the proposed changes and 5 are somewhat against the proposals. 12 respondents chose to remain neutral.

7.1.4 Question 6b asks respondents to summarise their reasons for their response to 6a. These are discussed in section 7.2 below which summarises the views of the 51 respondents who answer question 6a as well as respondents who provide comments on the proposed changes to A47 Guyhirn junction within their answers to other questions in the consultation.

### 7.2 Comments supporting proposed changes to Guyhirn junction

7.2.1 Some respondents express support for the proposed option as they believe that it will relieve congestion at the Guyhirn junction leading to quicker journey times. A small number comment that this is the cheapest solution. A few respondents comment that the proposal to expand the road approaching the roundabout to 3 lanes is necessary as, given the River Nene, there are no alternative options for accessing the roundabout.

*“With the constraints of the river I can’t see a better option to improve the flow of traffic through the junction.” - User ID 1123*

- 7.2.2 A few respondents who support the proposed option believe that it should only be viewed as a medium-term solution and many say that it should only be considered if it is part of a larger dualling scheme for the A47.

### **7.3 Comments opposing proposed changes to Guyhirn junction**

#### **Local disruption**

- 7.3.1 Some respondents express specific concerns about the impacts of construction. They say construction traffic will cause an increase in air pollution, noise and vibration for nearby residents. Some respondents express concern that village roads will be used as an alternative to the A47 during construction which could cause blockages and may lead to dangerous speeding on local roads. Some respondents call for more information about alternative routes for traffic during construction. One respondent suggests that temporary traffic lights are set up during construction to allow for a right turn onto the A47 from B1187 Gull Road. A few respondents believe that the proposed option for this junction will impact the environment and one comments that it will impact the character of the local countryside.

#### **Option does not solve issues**

- 7.3.2 Some respondents comment that the proposal will not have the desired effect of reducing congestion at Guyhirn junction. A few respondents suggest that widening the junction and increasing capacity of the roundabout will not significantly improve traffic flow, especially at peak times. Some express concern that the proposed improvements are too limited to cope with future developments of the A47 and A141. Several respondents, including Cambridgeshire County Council, express concerns that widening of the entrances and exits at the junction will lead to anti-social driving such as cutting across lanes before merging back into one lane. A few respondents suggested that the left hand lanes should be dedicated to cars exiting the roundabout. One respondent, who agrees that the approach to the roundabout should be widened for future use, comments that access to this third lane should be limited until the rest of the road is widened.

#### **Alternative suggestions**

- 7.3.3 Some respondents give alternative suggestions for how this junction could be improved. One respondent comments that more exit lanes are required to counterbalance the increased capacity of the roundabout and improve traffic flow. A few respondents comment that new filter lanes should be included in the proposal and that these would encourage better traffic flow, as a traffic light requires drivers to stop. A small number of respondents comment that they would prefer spiralled lane markings on the roundabout rather than the proposed round ones. A few respondents are concerned that the proposed lanes will be too narrow to allow for HGVs and emergency vehicles to pass safely and some comment that the roads on the roundabout should be widened.
- 7.3.4 Several respondents comment that the entrance to Guyhirn junction should be reconsidered, as widening may not have a big impact given there would still only be one entrance to the roundabout across the bridge.
- 7.3.5 Some respondents offer additional alternative suggestions to the proposed option. These include:
- A few respondents suggest installing traffic lights at B1187 Gull Road, allowing for right turns which would take pressure off the roundabout.
  - One respondent suggests using the existing rail viaduct and river piers to build a bypass avoiding the roundabout to reduce the frequent build-up of traffic coming from March.
  - One respondent comments that the roundabout should be removed, in conjunction with the widening of the A47, which they suggest should then connect to the B1101 / A1101 at Elme Hall.

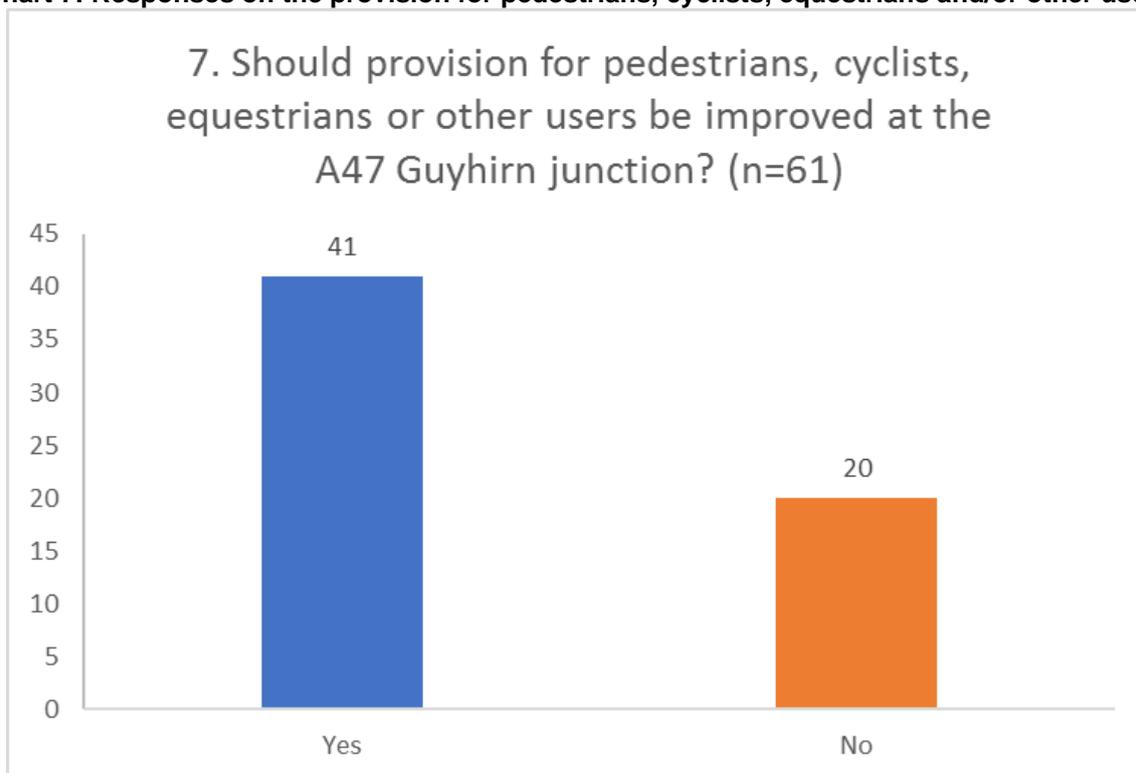
- One respondent suggests that improvements could be made by removing freight traffic from the road and onto rail.

## 8 Provision for pedestrians, cyclists, equestrians and/or other users

### 8.1 Response to question 7

8.1.1 Question 7 asks respondents to comment on whether they believe that provisions for pedestrians, cyclists, equestrians and/or other users need to be improved at the A47 Guyhirn junction. These responses are shown in the chart below:

**Chart 7: Responses on the provision for pedestrians, cyclists, equestrians and/or other users**



8.1.2 41 of the 61 respondents who answer this question indicate that improvements to provisions for pedestrians, cyclists, equestrians and/or other users are needed, whereas 20 indicate that they are not required.

8.1.3 Question 7b asks respondents to summarise their reasons for their response to 7a. These are discussed in section 8.2 below which summarises the views of the 57 respondents who answer question 13a as well as respondents who provide comments on provisions for pedestrians, cyclists, equestrians and/or other users within their answers to other questions in the consultation.

### 8.2 Summary of issues by theme

#### Comments supporting the need for improvements

8.2.1 Several respondents comment that the A47 Guyhirn junction is dangerous for pedestrians and cyclists. Some respondents comment that the speed and volume of traffic will increase due to the proposed improvements to this junction, making it more difficult to join the A47 for

cyclists and to cross for pedestrians. Some respondents comment that there is no suitable alternative route for pedestrians and cyclists other than crossing the roundabout; a few suggest that an underpass is required. Some respondents comment that villagers are required to cross the A47 in order to reach the only local shops, and a few specify crossing B1187 Gull Road in order to reach the local café and petrol station. These respondents request that these crossings are made safer with some respondents proposing a zebra crossing. Many also comment that improved provisions are needed for those walking or cycling between Guyhirn and Rings End (and further to March) to access local amenities.

- 8.2.2 Some respondents comment that a path is required for pedestrians, equestrians and cyclists for crossing the River Nene. Some suggest this should be included in the plans for the widened carriageway and others suggest that a separate route should be considered. A few respondents express concern that the current footpath on the bridge will be removed as part of the proposal.

*“I note that the footpath on one side of the bridge is to be removed as part of the proposal. This should be avoided if at all possible!” - User ID 100020*

- 8.2.3 Many respondents comment on the current difficulty accessing buses at this junction, for example the X1, and call for this to be improved. Several respondents comment that provisions for non-motorised users at this junction need to be considered to allow for more sustainable transport methods.

#### **Comments against the need for improved provisions**

- 8.2.4 Many respondents do not think that extra provisions are needed for non-motorised road users (NMUs) as they have rarely seen a pedestrian or cyclist at this roundabout. Some suggest that more research should be done to discover whether there is a need to improve the provisions for NMUs. A few respondents say that cycling should not be encouraged at this junction as it would be dangerous.
- 8.2.5 A small number of respondents comment that the provisions for NMUs at this junction do not need to be improved but steps should be taken to ensure that they are maintained. One respondent expresses concern that special provisions for non-motorised road users could slow traffic down further.

## 9 Additional Comments

- 9.1.1 Question 8 asks respondents to leave any additional comments. Many respondents who do so reiterate their desire for the A47 to be dualled. Many respondents suggest that dualling the A47 is required to address the issues at this junction and avoid bottlenecks elsewhere. Some comment that any improvements to the Guyhirn junction must be incorporated into wider plans to widen the A47, otherwise they consider it a waste of resource.
- 9.1.2 Some respondents, including Cambridgeshire County Council, comment that not enough information is available for this consultation, particularly as only one option is presented. These respondents call for the earlier rejected proposals to be made available to ensure that their feedback has been considered and to better understand why the proposed option has been selected.

*“In the context of the above, the Council would like to understand what alternative options have been considered and why they have been discarded. In taking forward this or any other option, care will be needed to ensure that additional capacity sought can be provided safely and that the scheme will lead to a real increase in the capacity of the junction.” - Cambridgeshire County Council.*

- 9.1.3 A few respondents comment that the information on the website should be more easily accessible, particularly for those who are unable to attend the consultation events.
- 9.1.4 Some respondents, including Cambridgeshire County Council and Waldersey Internal Drainage Board, request more information to be supplied about the plans for mitigating environmental and flooding impacts. Waldersey Internal Drainage Board call for further assessments to be made to ensure that water level and flood risk management provisions meet their requirements. In particular, they mention that the current plans threaten to encroach on their access strips.
- 9.1.5 Some respondents raise additional concerns. These include:
- A few respondents oppose the upgrade of the A47 in general. One respondent comments that the A47 should not be made into a motorway as this would affect the tranquillity of the local area.
  - One respondent expresses concern for when the March-Wisbech railway line is constructed, noting that this will cause hold ups where the line crosses the A47.
  - A couple of respondents comment on the maintenance of the Guyhirn junction. For example, one respondent comments that the parish council often asks for the weeds to be cut. Another comments on litter at this junction.

## **10 Conclusions and Recommendations**

### **10.1 Recommendations**

- 10.1.1 The total number of respondents to this consultation is 70, which includes responses from stakeholder organisations and members of the public. When being asked about the need for improvement to the A47 Guyhirn junction, 13 respondents disagree that improvements are needed while 50 are in agreement. The most common reason given by respondents for supporting the need for improvements is congestion caused by an increase of traffic over the years and a lack of capacity on this junction. Respondents comment that traffic on the junction is exacerbated by the lack of a right time from B1187 Gull Road. Those opposing the needs for improvements believe that Guyhirn junction currently works well, particularly when compared with other junctions. Respondents suggest that traffic issues are caused elsewhere, for example on the roads leading to the junction, which could be solved with dualling.
- 10.1.2 A total of 64 respondents comment on the proposed changes with 36 expressing support and 16 expressing opposition for the proposal. Respondents who support the proposed changes to Guyhirn junction believe that these changes will successfully improve congestion and journey times. Those who challenge the proposed changes express concern that it will lead to disruption during construction and cause 'rat runs' through villages. Others comment that the proposed changes would not address issues and could push them elsewhere. Respondents give suggestions to improve the proposal, particularly with regards to the entrance to the junction which respondents believe should be reconsidered. Those who provide alternative suggestions for improvements request that the A47 be dualled.
- 10.1.3 A total of 41 respondents express support for improving provision for pedestrians, cyclists and other users (NMUs) whilst 20 say improvements are not needed. Those who support provisions for NMUs comment that Guyhirn junction is currently dangerous for pedestrians and cyclists. Respondents suggest that crossing the A47 is required for residents to reach local shops and that this should be made safer. Respondents who oppose the need for provisions for NMUs comment that there is no current need case, as pedestrians and cycles do not use this junction.
- 10.1.4 Respondents who comment on the consultation process comment that information is missing, particularly with regards to how this proposal was chosen and why others were rejected. Respondents comment that more information should be provided with regards to environmental mitigation measures.

### **10.2 Recommendations**

- 10.2.1 The responses to the questionnaires and information feedback provided by the public and other stakeholders through the public consultation process have been reviewed, and the information has been used to assist the identification of potential constraints which may influence the route of the scheme.
- 10.2.2 The responses to the questionnaires and the feedback included within them along with the analysis of the results have been used by Highways England to inform the decision on which route should be taken forward as the Preferred Route Option.
- 10.2.3 The decision making process, detailing how responses were taken into consideration, from the public, including alternative suggestions will be published within the Scheme Appraisal Report (SAR) to be published late-2017.
- 10.2.4 Going forward following Preferred Route Announcement, the responses and the information contained and appended to the responses, will be used by the design teams to help shape

and develop the preliminary design of the preferred route into more detailed proposals. This will include consideration of comments and suggestions when developing proposals for junction, side road and non-motorised user strategies. They will also be used to inform analysis, assessment and potential mitigation proposals and considerations for accessibility, environmental, buildability, landscape, severance and interconnectivity, planning and engineering.

- 10.2.5 Once the preferred route has been announced and whilst the preliminary design is being developed, further detailed consultation with landowners and stakeholders will be undertaken which will help shape the preliminary design of the preferred route.
- 10.2.6 HE will have ongoing engagement late 2017 and early 2018 with statutory bodies, local authorities and directly affected land owners.
- 10.2.7 A further, Statutory, public consultation exercise will be undertaken (currently expected in early 2018) at which more detailed drawings plans and assessments will be available for the public and stakeholders to view, discuss with Highways England and to make further comment upon and allow the public and stakeholders further opportunity to influence the proposals prior to a formal application for Development Consent Order.

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Highways England creative job number N170198

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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