

A47 Wansford to Sutton Dualling

Scheme Number: TR010039

Volume 5

5.2 Annex N: Table Evidencing Regard had to Statutory Consultation Responses

APFP Regulation 5(2)(q)

Planning Act 2008

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

July 2021

Infrastructure Planning

Planning Act 2008

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

The A47 Wansford to Sutton Dualling
Development Consent Order 202[x]

**5.2 CONSULTATION REPORT ANNEX N
TABLE EVIDENCING REGARD HAD TO STATUTORY CONSULTATION
RESPONSES (IN ACCORDANCE WITH S49 OF THE PLANNING ACT
2008)**

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1 OVERVIEW

- 1.1.1 The tables provided below evidence the regard had to responses received to the Applicant's statutory consultation for the A47 Wansford to Sutton Scheme (the Scheme), in accordance with section 49 of Planning Act 2008.
- 1.1.2 Each table summarises responses received, sets out whether a change has been made in response to it, and details the Applicant's response, including the regard had to the consultation response.
- 1.1.3 There are three separate tables covering each individual strand of statutory consultation. The first table addresses feedback from section 42(1)(a) and (b) consultees. The second table addresses feedback from Section 42(1)(d) consultees. The third table addresses feedback from section 47 and section 48 consultees.

2 TABLES EVIDENCING REGARD HAD TO STATUTORY CONSULTATION RESPONSES

2.1 Statutory consultation under section 42(1)(a) & (b) of the Planning Act 2008

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Air Quality	With specific reference to air quality, the Cambridgeshire wildlife site to the south of the road should be a consideration and any impact on this should be considered.	Huntingdonshire District Council	N	Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1) considers local wildlife sites within 2km of the Scheme boundary. Impacts on ecological receptors, including county and local wildlife sites, have been considered for construction (Table 8-9) and operation (Table 8-10). Potential impacts include those arising due to changes in air quality. An air quality assessment is presented in Environmental Statement Chapter 5 Air Quality (TR010039/APP/6.1).
Air Quality	It is noted that no breach of annual thresholds limits are expected and that there will be discussion with the LA about monitoring locations. Details of locations and how monitoring will be undertaken should be provided in the Environmental Statement.	Peterborough City Council	N	Details of air quality monitoring locations are set out in Environmental Statement Chapter 5 Air Quality (TR010039/APP/6.1) (Section 5.7).
Air Quality	Why are there no additional mitigation measures proposed to counteract the predicted increase in dust levels?	Red Kite (Peterborough City Council)	N	The Environmental Management Plan (EMP) (TR010039/APP/7.5) provides information as to the dust mitigation measures that will be implemented.
Consultation	That supplemental questions had to be issued after the statutory consultation had begun shows a potentially flawed process. While the supplemental questions may have gone some way to resolve the ambiguity inherent in the use of the words 'our proposal' in Q1a, the like criticism still applies to the use of these words in other questions. Do the words 'our proposal' mean the Proposed Scheme, or the broader concept of a dualled A47 between Wansford and Sutton without reference to any particular alignment? We do not know the answer and we know	Sutton Parish Council	N	Following feedback from the Community Working Group, an additional two-part question (question 1c and question 1d) relating to the alignment of the route was added to the consultation response form during the statutory consultation period. To ensure the community and stakeholders had adequate time to consider the new question and provide a response, the statutory consultation was extended by two weeks to end on 12 November 2018. All consultees were made aware of the question as summarised in part 3.8 of the Consultation Report

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	that many members of the public have been similarly perplex.			(TR010039/APP/5.1).
Consultation	Response forms were withdrawn from some locations making it difficult for some members of the public to respond.	Sutton Parish Council	N	<p>The Applicant made the consultation brochure, consultation response form, PEIR, PEIR NTS, options consultation report, section 47 notice and section 48 notice available to view at the following venues for the duration of the statutory consultation period between 18 September 2018 to 12 November 2018:</p> <ul style="list-style-type: none"> • Sacrewell Farm and Country Centre - Thornhaugh, Peterborough • Peterborough Central Library - Broadway, Peterborough • Haycock Hotel - Wansford, Peterborough <p>The information sent by post had contact details of the HE team who could have been contacted to request information / raise concerns, nothing was raised at the time about missing information. Information was also available on the Scheme webpage. Information is provided in the Consultation Report (TR010039/APP/5.1).</p>
Consultation	There was insufficient briefing given to the staff manning the exhibition with the result that incorrect information was given on occasions. It was particularly disappointing that the Project Manager was unavailable at some public consultation venues. Fewer staff, ie those directly familiar with the scheme would have been better.	Sutton Parish Council	N	<p>Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008). The consultation material is designed to be sensitive but giving the facts of the proposals. Information is provided in the Consultation Report (TR010039/APP/5.1).</p>
Consultation	The fact that plans were not part of the on-line response form makes the questions in that medium especially difficult to answer.	Sutton Parish Council	N	<p>All consultation materials were available to view online on the Scheme webpage including plans and maps at the time of the consultation. Information is provided in the Consultation Report (TR010039/APP/5.1).</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Consultation	Overall, under the Duty to Cooperate, it is important that Highways England actively engage with both East Northamptonshire (ENO) and the Highways Authority (Northamptonshire County Council).	East Northamptonshire Council	N	The Scheme is now wholly within the administrative boundary of Peterborough City Council, who as a unitary authority are the Highway Authority. Highways England provide the 2020 Project Update Brochure to the neighbouring authorities to advise them of the latest proposals.
Consultation	As a local planning authority, we do not have any objections to the proposals, but ask that you (HE) maintain contact with us as we develop our own local plan Part 2 proposals over the coming months.	East Northamptonshire Council	N	This comment has been noted. A copy of the Project Update Brochure was sent to the authority in October 2020.
Consultation	We would like to ensure that there is a link on the Council website for the duration of the project to the Highways England website that will include details on how to make complaints. Implementation of a Communication strategy for affected residents is recommended, detailing proposed works, including a schedule of works and an external helpline for affected residents. In our experience people tend to complain more about noise from planned works if they have not been told about the works or they have not had enough time to plan to be away during any noisy works.	Peterborough City Council	N	This comment has been noted. Discussions are ongoing with Peterborough City Council.
Consultation	Highways England should get agreement from Sacrewell Farm on the arrangements for this access road.	Peterborough City Council	N	Since 2018 Highways England has been in discussions with Sacrewell Farm and the future access arrangements have been agreed.
Cumulative Impact	There are no significant developments currently proposed within the rural north part of East Northamptonshire. However, the following operations may have implications for the A47 -Jack's Green Forest Park development (permitted 2014) / King's Cliffe Industrial Estate.	East Northamptonshire Council	N	Environmental Statement Chapter 15 Cumulative Effects (TR010039/APP/6.1) has identified potential future developments which could affect or be affected by the Scheme.
Cumulative Impact	Para. 16.7.1 provides no assessment of the combined and cumulative impacts of the Proposed Scheme, but refers to the ES that has not yet been	Sutton Parish Council	N	Environmental Statement Chapter 15 Cumulative Assessment (TR010039/APP/6.1) provides an assessment of the combined and cumulative effects

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	produced.			of the Scheme.
Design	The Sutton access could be to the enlarged roundabout, but it could also be via the existing A47 Road reused as a local access/cycleway.	Sutton Parish Council	N	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>This change has resulted in the roundabout being relocated and a direct connection being provided to Sutton Heath Road.</p>
Design	The circuitous route along Sutton Heath Road will lead to more traffic using the severely unsatisfactory road via Upton village which in places is single-track with passing places.	Sutton Parish Council	Y	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>This change has resulted in the roundabout being relocated (the new Sutton Heath roundabout) and a direct connection being provided to Sutton Heath Road.</p> <p>Improvements will be made to Upton Drift and new passing places and limited widening are included as part of the Scheme.</p>
Design	We consider that a route to the north of the present A47 should be adopted. Such a route styled 'Option 3' was supported by a clear majority of respondents at the non-statutory public consultation last year.	Sutton Parish Council	Y	<p>Highways England considered a northern route, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument at Sacrewell Farm.</p> <p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument.
Design	The Parish Council would support a more radical design incorporating a northern alignment and perhaps replacing the roundabout with an underpass, overbridge. The solution is not radical enough to prevent a continuation of the current tail-back problems especially in the evening peak.	Sutton Parish Council	Y	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>This change has resulted in the Nene Way roundabout being replaced with a new roundabout (Sutton Heath roundabout) to the west.</p> <p>The Scheme fulfils its objectives by providing capacity, relieving congestion, improving journey times and reliability as well as network resilience.</p> <p>The modelling analysis indicates that the forecasted local and regional traffic growth will cause the Wansford eastern roundabout to be over capacity on the A47 western approach arm. The Scheme, however, provides the required capacity improvements to allow for the forecasted traffic growth at the A47/A1 as well as along the A47 between Wansford and Sutton.</p> <p>In terms of operational traffic impacts the VISSIM modelling assessment shows that, with 2040 forecasted demand, the Scheme will reduce delays at the Wansford western roundabout and on local journey time routes between the A47 and Wansford. Further information on the Scheme's environmental and economic impacts can be found in Environmental Statement Chapters 5-15 (TR010039/APP/6.1) and Section 5 of the Case for</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				the Scheme (TR010039/APP/7.1) respectively.
Design	Alternatively, a roundabout moved westwards designed to allow WCHR to pass under the road at the railway cutting bridge, or revised junction incorporating a dumbbell arrangement with no interruption of through traffic. The enlarged roundabout fails to incorporate any facilities to allow WCHR to cross.	Sutton Parish Council	Y	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>This change has resulted in the Nene Way roundabout being replaced with a new roundabout (Sutton Heath roundabout) to the west. To facilitate safe north to south crossings of the new A47 by pedestrians and cyclists, a new connection will be provided along the disused railway between the proposed shared footway and cycleway on the south side of the A47 and Sutton Heath Road.</p>
Design	The Proposed Route involves a loss, east of the disused railway cutting, of woodland subject to a Tree Preservation Order and containing ancient oaks. This loss would be avoided by a northern route.	Sutton Parish Council	Y	<p>Highways England considered a northern route, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument at Sacrewell Farm.</p> <p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>The proposed alignment now avoids this ancient woodland.</p> <p>The trees referred to the east of the discussed railway cutting are no longer affected</p>
Design	The Proposed Route involves acquiring (probably compulsorily) privately owned farmland south of the	Sutton Parish Council	Y	Feedback to the consultation resulted in a change to the alignment, and a route north of the existing

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	existing road whereas a northern route could be accommodated on land already in state ownership. This land was originally acquired by Peterborough Development Corporation for development including the improvement of the A47. Compulsory Purchase should be totally unnecessary under these circumstances. The Proposed Route in Sutton uses better quality agricultural land than a northern route would.			<p>A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed. This alignment crosses land owned by Homes England.</p> <p>An assessment of the effects on agricultural land is presented in Environmental Statement Chapter 12 Population and Human Health (TR010039/APP/6.1).</p>
Design	A northern route could make beneficial use of the mature tree screen running alongside the existing A47 in Sutton Parish to give visual and noise protection to Sutton village.	Sutton Parish Council	Y	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>The landscape and visual impacts of the Scheme have been assessed as part of the Environmental Impact Assessment and are presented in Environmental Statement Chapter 7 landscape and Visual (TR010039/APP/6.1). Mitigation measures proposed are set out on the Environmental Masterplan (TR010039/APP/6.8). Planting is proposed to the south of the new carriageway, to the east of Sutton, along the existing A47 (which will be detrunked) and along The Drift (at Sutton). Chapter 11 of the ES Noise and Vibration (TR010039/APP/6.1) identifies the locations where noise barriers are required to mitigate environmental effects.</p>
Design	While the proposed southbound slip road off the A1 is welcome, the proposed treatment of the Wansford roundabouts is inadequate for the volume of predicted traffic.	Sutton Parish Council	N	<p>The Wansford western roundabout is no longer included within the Scheme.</p> <p>The pre-existing issue at the A1/A47 roundabouts will be raised with the Highways England Operations team for consideration as a future</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				improvement project during the identification and prioritisation process for future roads periods.
Design	SPC strongly disagrees with the specifics of your proposal for the reasons set out in our answer to Q1d whilst strongly supporting the principle of a new dual carriageway between Wansford and Sutton to the north of the existing A47	Sutton Parish Council	Y	<p>Highways England considered a northern route, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument at Sacrewell Farm.</p> <p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument.</p>
Design	Improvements of the northbound merge lane should be included in the scheme.	Sutton Parish Council	N	This is outside the scope of the Scheme.
Design	Should a roundabout be pursued in this location it is requested that street lighting columns should be designed (perhaps using half-height and carefully directed beams) to minimise light spillage effects visible from Sutton.	Sutton Parish Council	N	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>This realignment has resulted in a new location for the roundabout to the west (the Sutton Heath roundabout) and the existing Nene Way roundabout will be removed. There will therefore not be any lighting columns in this location.</p>
Design	The proposal to close direct access to the Drift: The LHA strongly agree subject to residents and the landowner's approval. Some form of gate / barrier will be needed to stop unauthorised encampments, as well as signage for HGV's if it is a dead end. The	Peterborough City Council	N	<p>The access to The Drift at Sutton from the A47 will be closed to traffic as part of the Scheme due to safety reasons. It will still be available for use as a walking and cycling route.</p> <p>The comments regarding the closed off section</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	closed off area of The Drift must be stopped up as highway under the sides roads order. In addition, the landowner may require the road construction to be removed to allow his fields either side to be joined in to on.			have been noted and will be considered during detailed design. Discussions are ongoing with Peterborough City Council including side road orders.
Design	Peterborough City Council would not want to adopt Sutton Heath Road but is prepared to discuss / negotiate this further. In the event we are required to and agree to adopt this section of road then we would require it to be brought up to current standard, with a commuted sum value to cover 60 years' worth of maintenance in addition to its being in perfect condition prior to handover.	Peterborough City Council	N	Highways England will work with Peterborough City Council to settle and conclude agreements for the areas of highway that will no longer form part of the strategic road network, as well as new highway areas that would become the responsibility of the local highway authority.
Design	A monitoring and surveillance camera is required at the Wansford Interchange eastern roundabout, linked to Peterborough City Council's traffic control system.	Peterborough City Council	N	Highways England is still in discussion with Peterborough City Council regarding the detailed design of the Scheme.
Design	Further detail regarding the proposed lighting scheme is required, including a night time visual impact assessment comparing the existing baseline lighting with that proposed during construction and operation phases.	Red Kite (Peterborough City Council)	N	Environmental Statement Appendix 7.7 Lighting Assessment (TR010039/APP/6.3) has been provided.
Design	Consideration needs to be given to the proximity of the new T junction to the roundabout. Careful consideration needs to be given to the priorities, at the junction of Sutton Heath Road with Upton Road.	Peterborough City Council	Y	Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed. This change has resulted in the roundabout being relocated (the new Sutton Heath roundabout). Sutton Heath Road has direct access to this roundabout.
Design	Testing has begun on the ground south of the A47, no testing is happening on the land north of the A47 so although you are consulting, it seems you have no	Stibbington Parish Council	N	Highways England considered a northern route, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	real intention of listening to people's views and considering a northern route.			monument at Sacrewell Farm. Feedback to the statutory consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.
Design	The status of the scheduled monument is being challenged as this is currently preventing a Northern route. The outcome of this should be factored in	Stibbington Parish Council	Y	Highways England considered a northern route, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument at Sacrewell Farm. Feedback to the statutory consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed. Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument.
Design	If the old A47 is for local traffic then let it join the old A47. We do not want it to open on and off a new A47 as it would be dangerous.	Stibbington Parish Council	Y	Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed. The western end of the Scheme follows a similar route to the current alignment. The old A47 will not be for local traffic and part of the existing A47 will be made into a shared walking / cycling route. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Design	Utilising the existing A47 makes sense but I would prefer the link to be made to a roundabout situated more northerly at Nene Way or at Sutton Heath road.	Stibbington Parish Council	Y	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>As a result of this realignment the Scheme now includes a new roundabout (Sutton Heath roundabout) to the west of the existing Nene Way roundabout. The existing Nene Way roundabout will be removed.</p>
Design	Agree to improve it but it must have a safer slip onto the northbound A1.	Stibbington Parish Council	N	The Wansford western roundabout is no longer included in the scope of the Scheme.
Design	There needs to be a better slip road onto the North bound A1 though as there are many accidents as people slip onto the northbound as it is so tight.	Stibbington Parish Council	N	These works are no longer included in the scope of the Scheme.
Design	I am concerned about the underpass as it closes the lorry park which means the lorry park at Stibbington which is already overcrowded will be even more heavily used. There is no other lorry park provision being made.	Stibbington Parish Council	N	<p>Due to the alignment of the new A47 a dedicated access (via an underpass) is being provided to provide safe access Sacrewell Farm.</p> <p>There are existing lay-bys at both ends of the Scheme. Providing more places for lorries and trucks is not within scope of Scheme.</p>
Design	We want the enlargement of the roundabout to be more northerly. Failing this, establishing a roundabout at The Drift or Sutton Heath Road would be our preference.	Stibbington Parish Council	Y	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>As a result of this realignment the Scheme now includes a new roundabout (Sutton Heath roundabout) to the west of the existing Nene Way roundabout. The existing Nene Way roundabout</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				will be removed.
Design	All residents of Sutton want the new road to be north of the current A47. As a historic village we do not want the added noise that such a dual carriageway will bring. If we end up with the South route we need massive noise mitigation. High mounds, acoustic fence and quiet road surface.	Stibbington Parish Council	Y	Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.
Design	As a consequence, it is likely that development of any reasonable scale on the western landholding would require modifications to the roundabout. Homes England therefore requests that as Highways England develops the detail design of the scheme it ensures that at a later date there would be no impediment such as third party land ownership or geometric standards that would prevent modifications to the scheme so that it could not at a later date be the point of entry to the strategic highway network for traffic travelling to or from a development on the land owned by Highways England.	Homes England	Y	Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed. A new roundabout (Sutton Heath roundabout) to the west of the existing Nene Way roundabout is now included in the Scheme. The Nene Way roundabout will be removed. This comment relates to an earlier iteration of the design, rather than the design as submitted in the DCO application. Highways England consulted with Homes England during the development of the alternative northern alignment and their future plans in this area. Homes England were included in the targeted consultation in Autumn 2020.
Design	The indicative lane markings give the impression that the A47 approach from the west will be signalised, at least for part of the day. While the layout shows give way markings on all approaches, there are lines across the A47 western approach and the circulatory carriageway by that entry arm. AECOM's concern is twofold; the first is that the stacking space on the circulatory carriageway is very short. If there are to be traffic	Homes England	Y	Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed. A new roundabout (Sutton Heath roundabout) to the west of the existing Nene Way roundabout is now included in the Scheme. The Nene Way roundabout will be removed. The current traffic model (as summarised in the

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	signals the nearside lane on the circulatory carriageway would be marked for traffic heading north and the offside lane would be for traffic that will join the eastbound carriageway of the A47. This is demonstrated by the arrows superimposed on the extract of the scheme drawing. While the signalisation of a roundabout generally increases the overall capacity of that junction, in this case it would limit the number of vehicles approaching from Peterborough that could turn right. The second concern is that by showing traffic signal stoplines there is an implication that the junction could be under severe pressure quite early on.			Transport Assessment (TR010039/APP/7.3) shows that the Sutton Heath will be sufficient for the expected traffic in the area.
Design	The principle of using the former carriageway to link Sutton Heath Road to the Nene Way Roundabout is supported and Homes England is satisfied in general with the principle of the way in which that road meets the minor road that runs up to Upton.	Homes England	N	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed. A new roundabout (Sutton Heath roundabout) to the west of the existing Nene Way roundabout is now included in the Scheme. The Nene Way roundabout will be removed.</p> <p>This comment relates to an earlier iteration of the design, rather than the design as submitted in the DCO application.</p>
Design	In its review of the scheme, AECOM advised Homes England that it had a concern regarding the enlarged Nene Way Roundabout. Although AECOM did not have the data to examine the capacity of the junction, its view was that the scale shown on the drawing that has the title 'Scheme Overview Plan, Sheet 2 of 2' may have limited capacity to serve development to the north of the A47 at a later date.	Homes England	Y	Feedback to the consultation resulted in a change to the alignment and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed. A new roundabout (Sutton Heath roundabout) to the west of the existing Nene Way roundabout is now included in the Scheme. The Nene Way roundabout will be removed.

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>This comment relates to an earlier iteration of the design, rather than the design as submitted for in the DCO application.</p> <p>Highways England consulted with Homes England during the development of the alternative northern alignment and their future plans in this area. Homes England were included in the targeted consultation in Autumn 2020.</p>
Design	South Holland Council, along with its' partner authority Breckland Council strongly support in principle the dualling of the A47 along its' length. Full dualling will help to improve connectivity to and from the district and help support growth in the local economy.	Breckland Council and South Holland Council	N	Highways England acknowledges the support for the Scheme.
Design	South Holland Council considers that the dualling of this section will make a positive contribution to the strategic movement of traffic, particularly in the key food distribution, horticulture and logistics sectors to have quicker and more reliable access to the rest of the UK, particularly when accessing the north and south of the Country via the A1.	Breckland Council and South Holland Council	N	Highways England acknowledges the support for the Scheme from Breckland and South Holland Councils.
Design	The Council raises no objection to the development. No objections are raised to the layout which in general appears to facilitate good traffic movement due to the dualling of the carriageway, improved levelling and good links for entering or exiting the carriageway. An improvement to this network is welcomed. There are no objections to the drainage proposals as sustainable drainage systems are to be employed to reduce the risk of flooding (design to be confirmed through flood risk assessments to be made).	Fenland District Council	N	<p>Highways England acknowledges the support for the Scheme.</p> <p>A flood risk assessment has been undertaken and is presented in ES Appendix 13.1 Flood Risk Assessment (TR010039/APP/6.3).</p>
Design	In relation to the added questionnaire, we generally	Fenland District	N	This comment has been noted

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	agree with the proposed alignment of the new dual carriageway between Wansford and Sutton as a traffic bottleneck has been identified, and the proposal is expected to improve traffic flows and highway safety.	Council		
Design	Additional measures should be put in place to stop the anti-social behaviour that is happening in the picnic area e.g. vegetation cut back, lighting, CCTV. Near the utility station (with a large area of surfacing), and possibly elsewhere, measures will be needed to stop unauthorised encampments.	Peterborough City Council	N	The picnic area will be closed as part of the Scheme.
Design	Some Wansford residents are concerned about potential rat-running so any further evidence that you can show to support why this wouldn't happen would be beneficial.	Peterborough City Council	N	<p>Traffic modelling analysis shows that, in terms of daily traffic there is a slight decrease in traffic through the Wansford Village in the future year scenarios when compared to the existing situation. Overall a large proportion of the traffic growth will come from the wider area rather than Wansford village, this will create an increase in traffic on the strategic A1 and A47 roads and therefore reduce the available capacity for through traffic side road movements at intersecting junctions.</p> <p>Since the introduction of the 20mph speed limit zone, the analysis of the observed traffic data shows that there is a slight reduction in traffic during the peak hours although the Inter Peak (13:00 to 14:00) remains the same.</p> <p>The combination of these factors reduces the attractiveness of Old North Road, as well as other roads in Wansford village, for daily through traffic movements.</p> <p>It is therefore considered that the Scheme will not</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				cause an overall increase in daily rat-running through Wansford Village compared with the existing situation, although there will be an increase in through traffic during the AM peak hour. See the Transport Assessment (TR010039/APP/7.3).
Design	Traffic signals could increase capacity but should only be installed if found necessary by observation.	Peterborough City Council	N	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>This change has resulted in the roundabout being relocated (the new Sutton Heath roundabout). No traffic lights are proposed as part of the Scheme.</p>
Design	The LHA agree, but would like other options to be investigated and reported, primarily left in left out from Sutton Heath Road directly onto the A47, which would obviate the need for a collector distributor road.	Peterborough City Council	Y	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>This change has resulted in the roundabout being relocated (the new Sutton Heath roundabout). Sutton Heath Road has direct access to this roundabout.</p>
Design	If Peterborough City Council are to take on the additional length of Sutton Heath Road we would require it to be brought up to current standard, with a commuted sum value to cover 60 years' worth of maintenance in addition to it being in perfect condition prior to handover.	Peterborough City Council	N	Highways England will work with Peterborough Council to settle and conclude agreements for the areas of highway that will no longer form part of the strategic road network, as well as new highway areas that would become the responsibility of the local highway authority.
Design	We want the enlargement of the roundabout to be more northerly. Failing this, establishing a roundabout at The Drift or Sutton Heath Road would	Stibbington Parish Council	Y	Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	be our preference.			<p>Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>This realignment has resulted in a new location for the roundabout to the west (the Sutton Heath roundabout) and the existing Nene Way roundabout will be removed.</p>
Design	Existing vehicle restraint systems at the Wansford Interchange will need to be checked to ensure they are fully compliant with current standards. The central reserve on the A47 west of the A1 (and for which Peterborough City Council is the Highway Authority) will need hardening off, and a 60 year commuted sum payable for any increased asset.	Peterborough City Council	N	<p>Highways England will work with Peterborough Council to settle and conclude agreements for the areas of highway that will no longer form part of the strategic road network, as well as new highway areas that would become the responsibility of the local highway authority.</p> <p>Work to the A1 bridge (including vehicle restraint systems) is no longer part of the Scheme.</p>
Design	In relation to Q4 improvements to western roundabout A1/A47 Junction with additional entry/exit point and islands, the LHA is fully supportive and strongly agree with this element of the scheme.	Peterborough City Council	N	The Wansford western roundabout is no longer included in the scope of the project.
Design	From an ecological perspective, the use of alternative route options should be seriously considered, for example by following the existing route of the A47, or moving the route to the north of the current road.	Peterborough City Council	Y	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>This alternative design was compared against the 2018 design including consideration of environmental factors. More information is provided in the Design Development Report on the project webpage at www.highwaysengland.co.uk/A47-wansford-sutton</p> <p>A full study of the environmental impacts of the</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Scheme has been undertaken and more information is available in the Environmental Statement (TR010039/APP/6.1)
Design	The detrimental impact of the proposals will be limited, in part mitigated by benefits such as enhanced screening and potentially better road design. It should be noted that without these enhancements there is potential for clear harm which should be avoided.	Peterborough City Council	N	<p>Mitigation proposals are set out on the Environmental Masterplan (TR010039/APP/6.8). The landscaping is secured by Requirement 5 of the Draft DCO (TR010039/APP/3.1).</p> <p>The design of the road is set out on the Works Plans (TR010039/APP2.3), Engineering Drawings and Sections (TR010039/APP/2.5) which will be certified under Schedule 10 to the Draft DCO (TR010039/APP/3.1).</p> <p>The Detailed Design is secured by Requirement 3 to the Draft DCO (TR010039/APP/3.1).</p>
Design	We would propose that this roundabout should be turned into a grade separated junction which would increase capacity even further and reduce accidents and the delays these cause.	Peterborough City Council	N	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>This change has resulted in the roundabout being relocated (the new Sutton Heath roundabout). Further information on traffic flows and the traffic modelling is presented in the Transport Assessment (TR010039/APP/7.3)</p>
Design	Also note from the PEIR that details of the various options for the scheme and the reasons these were discounted are to be provided within the Environmental Statement. It will be necessary to demonstrate how the scheme has been influenced by concerns and issues raised regarding the various options.	Peterborough City Council	N	The development of the Scheme is described in the Scheme Design Report (TR010039/APP/7.4).

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Ecology	The Proposed Route fails to minimise wildlife, visual and floodplain impacts on the River Nene where it is at its closest to the River, especially to the east of the Scheduled Ancient Monument. However, these impacts would be minimised by a northern route.	Sutton Parish Council	Y	<p>Highways England considered a northern route, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument at Sacrewell Farm.</p> <p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed. This alignment is further from the River Nene.</p> <p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument.</p>
Ecology	Of the proposed route options, it is of concern to note that the submitted scheme represents the most ecologically damaging option and will result in the direct destruction and/ or significant negative impacts to a number of non-statutory County Wildlife Sites (including Sutton Meadows North, Sutton Disused Railway Line and the River Nene CWS) as well as priority habitats including mature semi-natural Woodland, ancient and species rich hedgerows (Sutton Heath road and Upton road) and protected road verges (the Drift and Sutton Heath road). In addition, direct impacts to protected species are expected including to bats, badgers, otters, reptiles, invertebrates and breeding birds.	Peterborough City Council	Y	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>This alternative design was compared against the 2018 design including consideration of environmental factors. More information is provided in the Design Development Report on the project webpage at www.highwaysengland.co.uk/A47-wansford-sutton</p> <p>The assessment of the potential effects of the Scheme and mitigation measures proposed is set out in the Environmental Statement (TR010039/APP/6.1).</p>
Ecology	Compensation schemes must conserve and where possible enhance the biodiversity value of a site. If	Environment Agency	N	Feedback to the consultation resulted in a change to the alignment, and a route north of the existing

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	compensatory storage is to be provided close to normal river levels, we would encourage the creation or restoration of wetlands and any opportunities to improve the river corridor and add value to the landscapes character.			<p>A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed. This alignment is further from the River Nene.</p> <p>An area for compensatory storage has been included in the Scheme, and other than being maintained for this purpose it will be returned to its former agricultural use.</p>
Ecology	<p>Investigation into improving fish, eel and otter passage through the existing A47 culvert should be carried out. We support the suggestion made in the Preliminary environmental information Report (PEIR) that the existing Wittering Brook Culvert under the A47 is to be altered to allow for otter passage and would like all new culverts constructed as part of the development to also be designed to allow for such passage.</p> <p>The application should specifically reference methods to be employed to facilitate eel passage through the new and existing culverts. Culverts can be an obstruction to passage as flows tend to be higher than natural channel due to the lack of marginal habitat and roughness to provide substrate to utilise in higher flows. This would be easily addressed by the inclusion of eel tiles.</p>	Environment Agency	N	This comment will be considered in the detailed design stage.
Ecology	Various protected species surveys have been completed or are currently ongoing including for bats, badgers, otters, water voles, reptiles, breeding and wintering birds and terrestrial and aquatic invertebrates, as well as botanical habitat surveys. All such surveys should be completed and full details of all ecological avoidance, mitigation and as a last	Peterborough City Council	N	<p>Ecological surveys have been ongoing since 2018 and the results are presented in the Appendices (TR010039/APP/6.3) to Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1).</p> <ul style="list-style-type: none"> Appendix 8.1: Botanical and hedgerow update Survey Report Appendix 8.2: Fungi Survey Report

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	resort, compensatory measures should be provided to support the final Environmental Statement.			<ul style="list-style-type: none"> Appendix 8.3: Terrestrial Invertebrate Survey Report Appendix 8.4: Aquatic Invertebrate Survey Report (Sutton Heath) Appendix 8.5: Aquatic Invertebrate Survey Report (River Nene) Appendix 8.6: Great Crested Newt Survey Report Appendix 8.7: Reptile Survey Report Appendix 8.8: Breeding Bird Survey Report Appendix 8.9: Barn Owl Survey Report Appendix 8.10: Wintering Bird Survey Report Appendix 8.11: Bat Hibernation Report Appendix 8.12: Bat Emergence/Re-entry Survey Report Appendix 8.13: Bat Activity Survey Report Appendix 8.14: Otter and Water Vole Survey Report Appendix 8.15: Confidential Badger Survey Report <p>Mitigation measures are described in Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1) and included in the Record of Environmental Actions and Commitments (REAC) which forms part of the EMP (TR010039/APP/7.5). The EMP is secured through Requirement 4 of the Draft DCO (TR010039/APP/3.1).</p>
Ecology	<p>The PEIR references the potential for the presence of White Clawed Crayfish. Should these be present, then mitigation measures may need to be put in place to protect them and they will need to be referenced in the application.</p> <p>We are investigating potential WFD related mitigation and environmental enhancement opportunities within</p>	Environment Agency	N	<p>A survey for White- Clawed Crayfish was undertaken in 2017 however it was determined that the site had suboptimal habitat. Aquatic invertebrate surveys were undertaken in 2019 however no signs were found (see ES Appendices 8.4 and 8.5) (TR010039/APP/6.3)</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	the area and will provide this to you when we have more information.			
Ecology	The closest Site of Special Scientific Interest (SSSI) is Sutton Heath and Bog which lies 50 m to the north of the existing A47. In 5.5.5. it states erroneously that 'there are no internationally or nationally designated ecological sites within 200 metres of the Proposed Scheme. There are however 5 Sites of Special Scientific Interest (SSSI) (Sutton Heath Bog (within 200m of the Proposed Scheme))'.	Natural England	N	<p>Internationally and nationally designated sites are identified in Environmental Statement Chapter 8 Biodiversity together with the distance at the closest point to the Scheme Boundary (TR010039/APP/6.1).</p> <p>A desk top baseline assessment using online resources (MAGIC) identified statutory designated sites, parcels of ancient woodland, County Wildlife Site (CWSs) and Site of Special Scientific Interest (SSSI) within the ZOI.</p>
Ecology	We have noticed discrepancies in distances between a number of sites and advise that the closest distances are double checked for accuracy for the following statutory designated sites: Nene Washes SPA and Ramsar site, Sutton Heath and Bog SSSI, Wansford Pasture SSSI, Castor Hanglands SSSI, Castor Flood Meadows SSSI, Castor Hanglands National Nature Reserve (NNR). Reference should also be made to the SSSI Impact Risk Zones (IRZs) for these sites (which are available on www.magic.org.uk).	Natural England	N	<p>The methodology for the assessment, including study areas is set out in Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1). It was not considered necessary to include Impact Risk Zones in the scope of the assessment.</p> <p>Internationally and nationally designated sites are identified in Environmental Statement Chapter 8 Biodiversity together with the distance at the closest point to the Proposed Scheme Boundary (TR010039/APP/6.1).</p> <p>The distance over which the Scheme could affect protected species can vary, due to the variability between biological receptors. The Zone Influence (ZOI) includes the Scheme boundary (Figure 2.2 Proposed Scheme) (TR010039/APP/6.2), and the appropriate species-specific areas used for ecological surveys. The zone of influence for each receptor has been established through guidance outlined in CIEEM Guidelines for Ecological Impact Assessment in the UK and Ireland (CIEEM 2018),</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Design Manual for Roads and Bridges (DMRB) standards LA 108 Biodiversity and professional judgement. The study area for SSSIs is 2km ZOI, unless connected via a green corridor or hydrologically. See Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1).
Ecology	Reference should also be made to the SSSI Impact Risk Zones (IRZs) for these sites (which are available on www.magic.org.uk) to ensure that all sites have been screened in or out of further impact assessment correctly, and that all relevant potential impacts, whether direct or indirect, (including those relating to air quality or hydrology) have been assessed adequately, particularly post-operation.	Natural England	N	<p>The methodology for the assessment, including study areas is set out in Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1). It was not considered necessary to include Impact Risk Zones in the scope of the assessment.</p> <p>Internationally and nationally designated sites are identified in Environmental Statement Chapter 8 Biodiversity together with the distance at the closest point to the Proposed Scheme Boundary (TR010039/APP/6.1).</p> <p>Full consideration to the environmental impacts of the Scheme on designated sites is summarised in the Environmental Statement, Chapter 8, Biodiversity (TR010039/APP/6.1).</p>
Ecology	We recommend using summary tables in the ES for all relevant environmental receptors identified in the PEIR. These would include the baseline conditions (where relevant) and the likely impacts both during construction and post-operation, together with proposed mitigation/compensation measures. These tables would help ensure that all impacts have been identified/captured and assist readers to understand more easily, and at a glance, the likely impacts and mitigation measures.	Natural England	N	This comment has been noted. Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1) uses Tables as appropriate to present data and findings of the assessment.
Ecology	We note under 8.9.4 that a number of CWS will be affected directly or indirectly, and again we recommend presenting the information in summary	Natural England	N	Non statutory designated sites are identified in Table 8-5 of Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1).

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	tables as described in Nationally Designated Sites above. The area of CWS to be lost and new habitats created should be presented clearly.			Table 8.14 of the Environmental Statement (TR010039/APP/6.1) presents the information requested.
Ecology	In relation to bats, we advise that the headroom under the bridge is greater than the minimum standards set out in the Design Manual for Roads and Bridges, to ensure the best chance of bats not flying over the dualled carriageway.	Natural England	N	This has been considered, however due to earthworks required as part of the Scheme it has not been possible to increase the headroom under the bridge.
Ecology	The Nene Washes Special Protection Area (SPA) and the Nene Washes Ramsar site are the only international designated sites closest to the proposed scheme, though it is unclear in the PEIR what the correct distance is, as it appears to range from 9.5 km to 11.9 km in the document. The distance needs to be verified (as measured between the section of the proposed scheme that lies closest to the part of the designated sites that lies closest to the road scheme). How close these sites lie to the proposed scheme determines whether these designated sites can be screened in or out of further assessment of potential impacts on them.	Natural England	N	Table 8.4 of Environmental Statement Chapter 8 (TR010039/APP/6.1) identifies the Nene Washes SPA and Nene Washes Ramsar Site as being 10km east (16.3km downstream) of the Scheme boundary. No works are to take place within the Nene Washes Special Area of Conservation (SAC)/ SPA/ Ramsar and therefore no direct impacts on these sites are anticipated. A Habitats Regulations Screening Assessment (HRA) has been undertaken for the Scheme to assess the impacts on the Nene Washes SAC/SPA/Ramsar (TR010039/APP/6.9). The Stage 1 Screening Assessment concluded that there will be No Likely Significant Effect on the Nene Washes SAC, SPA and Ramsar from the Scheme.
Ecology	Natural England, in general terms, agrees with the assessment of potential impacts on these sites, both during construction and post-operational, and welcomes the proposed measures to avoid potential impacts during construction of the new dualled road as referenced under 8.9.3.	Natural England	N	This comment is noted. The outcome of the environmental assessment for the Scheme as submitted within the DCO application is presented in the Environmental Statement (TR010039/APP/6.1 – 6.4)
Ecology	As there is a potential to impact the ecology of Sutton Heath and Bog SSSI (14.8.7), will ground water modelling will be undertaken? We note and welcome,	Natural England	N	Environmental Statement Appendix 13.4 (TR010039/APP/6.3) Groundwater Assessment identifies Sutton Heath and Bog SSSI as an indirect

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	under 14.10.4. that 'Further work would be undertaken to develop design interventions to limit or reduce adverse impacts and promote opportunities for the environment.			groundwater receptor. Mitigation measures are included in the REAC (RD8) which forms part of the EMP (TR010039/APP/7.5) and are secured by Requirement 4 of the Draft DCO (TR010039/APP/3.1).
Ecology	Natural England welcomes that "on-going ecological surveys will help identify mitigation measures to reduce the magnitude of impacts through sensitive design and construction methodologies, with a view to safeguard the conservation status of populations through both the construction and operational phases.	Natural England	N	<p>Ecological surveys have been ongoing since 2018 and the results are presented in the Appendices (TR010039/APP/6.3) to Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1).</p> <ul style="list-style-type: none"> • Appendix 8.1: Botanical and hedgerow update Survey Report • Appendix 8.2: Fungi Survey Report • Appendix 8.3: Terrestrial Invertebrate Survey Report • Appendix 8.4: Aquatic Invertebrate Survey Report (Sutton Heath) • Appendix 8.5: Aquatic Invertebrate Survey Report (River Nene) • Appendix 8.6: Great Crested Newt Survey Report • Appendix 8.7: Reptile Survey Report • Appendix 8.8: Breeding Bird Survey Report • Appendix 8.9: Barn Owl Survey Report • Appendix 8.10: Wintering Bird Survey Report • Appendix 8.11: Bat Hibernation Report • Appendix 8.12: Bat Emergence/Re-entry Survey Report • Appendix 8.13: Bat Activity Survey Report • Appendix 8.14: Otter and Water Vole Survey Report • Appendix 8.15: Confidential Badger Survey Report
Ecology	Natural England has reviewed the information contained in the PEIR about the various protected	Natural England	N	This comment has been noted

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	species affected by the proposal and is satisfied that the surveys and proposed mitigation measures are sound.			
Ecology	It should be noted that the currently proposed scheme is contrary to local planning policy (Core Strategy Policy CS21 Biodiversity and Geological Conservation) due to the proposed adverse impacts on several local wildlife sites, when other alternative less damaging route options are available, and as such cannot be supported from an ecological perspective.	Peterborough City Council	N	<p>Since this comment was made feedback to the consultation has resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>The assessment of effects on local wildlife sites is set out in Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1).</p> <p>The assessment concludes (Section 8) that:</p> <ul style="list-style-type: none"> <i>It is anticipated that there would be a Neutral effect during construction and operation on ancient woodlands, Wildlife Trust reserves, local wildlife sites and potential wildlife sites.</i> <p>It is anticipated that there would be a slight beneficial effect on the county wildlife site (principally Sutton Meadow North) after the establishment of the new species rich grassland and planting of new feature willows.</p>
Ecology	Similarly, in the chapter on road drainage and the water environment, a number of sensitive conservation sites are identified (14.5.25 -14.5.30). Though it is not entirely clear which of these sites may then be affected, directly or indirectly, during construction or post operation. As there is a potential to impact the ecology of Sutton Heath and Bog SSSI (14.8.7), will ground water modelling will be undertaken? We note and welcome, under 14.10.4. that 'Further work would be	Natural England	N	Environmental Statement Appendix 13.4 (TR010039/APP/6.3) Groundwater Assessment identifies Sutton Heath and Bog SSSI as an indirect groundwater receptor. Mitigation measures are included in the REAC (RD8) which forms part of the EMP (TR010039/APP/7.5) and are secured by Requirement 4 of the Draft DCO (TR010039/APP/3.1).

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	undertaken to develop design interventions to limit or reduce adverse impacts and promote opportunities for the environment'.			
Ecology	As there is a potential to impact the ecology of Sutton Heath and Bog SSSI (14.8.7), will ground water modelling will be undertaken?	Natural England	N	Environmental Statement Appendix 13.4 (TR010039/APP/6.3) Groundwater Assessment identifies Sutton Heath and Bog SSSI as an indirect groundwater receptor. Mitigation measures are included in the REAC (RD8) which forms part of the EMP (TR010039/APP/7.5) and are secured by Requirement 4 of the Draft DCO (TR010039/APP/3.1).
Ecology	For example, in relation to Sutton Heath and Bog SSSI, we note that 'the route alignment has been chosen to allow a considerable buffer' (8.7.4) and that 'no direct impacts from construction are anticipated' (8.9.2). However, no assessment has been undertaken, or is proposed, of either noise or air quality impacts on this SSSI, post-operation. In Air Quality, under 5.5.5, the SSSI has been erroneously screened out, as previously mentioned above. The SSSI needs to be screened in and an assessment of the potential impacts of air quality, post operational, undertaken. Likewise, though it is noted in the chapter on noise and vibration, under 11.5.3, that there are two SSSIs (Wansford Pasture and Sutton Heath and Bog) located in the operational noise area, no further assessment is proposed, post operation.	Natural England	N	The SSSI is considered in the noise assessment presented in Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1) (Section 5.7 and Table 5.17). The SSSI is considered in the air quality assessment presented in Environmental Statement Chapter 5 Air Quality (TR010039/APP/6.1).
Ecology	The loss of the TPO woodland 05/1986 is very disappointing and as such the Tree Officer does not support the proposal. Apart from this one pinch point the scheme appears broadly acceptable. It is noted that the loss of TPO woodland is contrary to PCC Tree and Woodland Strategy and the Core Strategy in maintaining green infrastructure and biodiversity	Peterborough City Council	Y	Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed. The Scheme no longer affects TPO trees.

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	(CS19)			
Ecology	The Tree Officer is disappointed that the preliminary tree survey mentioned at section 8.5.8 in the PEIR is not included which would have been helpful at this stage in identifying the constraints in terms of the proposals. It is simply outlined that the tree survey identified 50 individual trees and 44 groups. It is assumed that this information conforms to BS5837:2012. It is also assumed that the sphere of influence is confined to these trees as described within the Proposed DCO Redline plan	Peterborough City Council	N	Environmental Statement Appendix 7.6 Arboriculture Impact Assessment (TR010039/APP/6.3) provides information on the potential effects of the Scheme on trees.
Ecology	As no information has been submitted that helps identify the quality of the current tree resource it is difficult to make a good assessment of whether or not the chosen option has been sympathetic and if more could have been undertaken to avoid good quality trees. The principle of replanting to mitigate for loss is welcomed but firmer information is required to BS5837:2012 in terms of an Arboricultural justification on a tree by tree/ group by group basis and proposed protection as well as mitigation for vegetation loss.			Environmental Statement Appendix 7.6 Arboriculture Impact Assessment (TR010039/APP/6.3) provides information on the potential effects of the Scheme on trees.
Ecology	It is essential that adequate good quality compensatory habitats are created and managed to enable measurable net biodiversity gain which will need to be demonstrated. Regarding the specific mitigation measures outlined in section 8.8 of the PEIR, these appear broadly acceptable in principle, however it will be important to ensure that adequate badger tunnels are provided, in addition to the fencing suggested in section 8.8.8. It is advised that a suitable badger road tunnel is also provided at the western/ central section of the route, for example in combination with the new underpass to Sacrewell Farm.	Peterborough City Council		<p>The effects on biodiversity and proposed mitigation are set out in Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1) Table 8-11 states that:</p> <p><i>"Instead of building a new badger tunnel under the A47 the pre-existing disused railway line underpass would be the dedicate crossing point for badger. Along both the northern and southern side of the new A47 specific badger fencing (5km in total) would be installed to guide badgers to this safe crossing point."</i></p> <p>The location of the badger fencing is illustrated on</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				the Environmental Masterplan (TR010039/APP/6.8).
Ecology	It is essential that should the scheme progress as proposed, the measures outlined in the Design Interventions section of the PEIR are fully implemented, including the design of the new bridge over the disused railway to enable unhindered north/south movements of mammals (bats, badgers, hedgehogs), birds and reptiles and the retention of all bat tree roosts wherever possible. The landscaping scheme should ensure that appropriate native species are used, for example by planting marginal aquatic vegetation as part of the drainage scheme. All compensatory grassland habitats should be sown using species-rich wildflower seed mixes, and the use of locally-sourced green hay should also be considered. As part of the ecological mitigation measures it is also recommended that a scheme to re-pollard the mature willow trees located within the Sutton Meadows North CWS is implemented, to assist in demonstrating this site remains in positive management and to assist in delivering net biodiversity gain.	Peterborough City Council	N	Mitigation proposals are set out on the Environmental Masterplan (TR010039/APP/6.8). The landscaping is secured by Requirement 5 of the Draft DCO (TR010039/APP/3.1). Other mitigation measures are set out in the REAC which forms part of the EMP (TR010039/APP/7.5). The EMP is secured by Requirement 4 of the Draft DCO (TR010039/APP/3.1).
Ecology	It is important to note that the existing route of the Nene Way footpath which runs through Sutton Meadows North CWS is a sensitive habitat and as such it is strongly advise that this route is not significantly upgraded with any new hard surfacing and that it is not promoted as a main thoroughfare for users. Equally the Wildlife Officer advises that the Sutton Disused Railway Line CWS is not promoted as a public right of way due to its ecological sensitivity.	Peterborough City Council	N	Confirmed that this footpath is not part of the Scheme.
Ecology	It is essential that a clear commitment to, and	Peterborough City	N	A Biodiversity Net Gain calculation has been

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	demonstration of ensuring the proposal will achieve a measurable Net Biodiversity Gain (as required by the NPPF) is made by Highways England. All ecological records should be shared with the Cambridgeshire and Peterborough Environmental Records Centre	Council		undertaken for the Scheme and is positive. Ecological records data for the Scheme is owned by Highways England who can be contacted by the Cambridgeshire and Peterborough Environmental Records Centre.
Ecology	Para 5.5.5 says that 'There are no internationally or nationally designated ecological sites within 200m of the proposed scheme' then goes on to say that Sutton Heath and Bog SSSI is within 200m. SSSIs are designated by Natural England and are national designations.	Sutton Parish Council	N	This comment is noted. Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1) provides an assessment of the potential effects of the Scheme on nationally designated sites. Table 8.4 identifies Sutton Bog and Heath as being <0.1km to the north of the Scheme, adjacent to the boundary of the Scheme.
Environment general	The proposed improvements to the A47 between Wansford to Sutton should fit with, and compliment, the objectives of The Nene Valley NIA.	Natural England	N	The River Nene Nature Improvement Area (NIA) provides an overarching policy framework for landscape scale ecological networks within the River Nene catchment. The NIA has not been assessed directly in Environmental Statement Chapter 8 Biodiversity (TR010039/APP/1) as all key ecological receptors including statutory and non-statutory sites that form the basis of the NIA are already included for assessment.
Environment general	We note the further work to be undertaken as described in 15.10.2. The ES should reflect this and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained.	Natural England	N	Environmental Statement Chapter 14 Climate considers the effects of climate change
Environment general	The EIA will need to detail the mitigation measures proposed to ensure the impact of the Proposed Scheme is minimal to all receptors. Use of a Construction Environmental Management Plan to manage construction phase noise is appropriate, and again when more details of the construction phase	Huntingdonshire District Council	N	The Environmental Statement (TR010039/APP/6.1) presents the mitigation measures identified to reduce the effects of the Scheme. These measures are included within the Register of Environmental Actions and Commitments (REAC) which forms part of the EMP (TR010039/APP/7.5). The EMP is

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	are available and this document is prepared, we also welcome consultation on this.			secured by Requirement 4 of the Draft DCO (TR010039/APP/3.1). The EMP (TR010039/APP/7.5) includes an Outline Construction Noise and Dust Management Plan (Appendix B) which will be further developed as part of the Second Iteration of the EMP. The REAC also includes commitments NV1 – NV3 to reduce noise.
Environment general	Based on the information currently available, the development raises some environmental concerns that you will need to address as part of your application for a development Consent Order (DCO). Further work will be needed to show how these issues can be satisfactorily addressed to ensure no environmental impacts.	Environment Agency	N	The DCO application is supported by an Environmental Statement (including Figures and Appendices (TR010039/APP/6.1 – 6.3) which identifies potential environmental effects and appropriate mitigation.
Environment general	We note that design intervention is mitigation embedded into the design of the proposed scheme (paragraph 6.7.2 and 6.10.3 as well as at 7.8.1 and 7.9.7). Mitigation measures will need to include appropriate landscaping and screening especially for the listed buildings and conservation areas (although as previously advised, planting near to the scheduled monument is unlikely to be considered appropriate), as well as low noise road surfacing and managing lighting levels. Whilst we welcome the proposed at paragraph 6.8.3, there is currently limited information regarding the precise detail of these mitigation proposals within the PEIR although we understand that these will be worked up as part of the scheme. We look forward to seeing full details of these proposals in the Environmental Impact Assessment.	Historic England	N	A heritage assessment has been undertaken as part of the environmental impact assessment of the Scheme. This includes an assessment of the effects on the scheduled monument, listed buildings and conservation areas. The Scheme provides mitigation to protect heritage assets where appropriate. The assessment is set out in Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1). Planting proposals are set out on the Environmental Masterplan (TR010039/APP/6.8)
Environment general	The Council will want to see the designed solution which we are advised will be provided in the	Huntingdonshire District Council	N	A full EIA has been undertaken for the Scheme and the findings presented in the Environmental

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	Environmental Impact Assessment (EIA).			Statement (TR010039/APP/6.1)
Geology and Soils	The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) will probably require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others for which HSC is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) Regulations 2015. Hazardous Substances Consent would be required to store or use any of the Named Hazardous Substances or Categories of Substances at or above the controlled quantities set out in schedule 1 of these Regulations.	Health and Safety Executive	N	This comment has been noted.
Geology and Soils	We endorse the proposals under 9.8.2. for a Construction and Environmental Mitigation Plan to contain a Materials Management Plan/Soil Resource Plan to help safeguard the soils affected. We support all measures outlined in the chapter which help to protect and safeguard these valuable resources.	Natural England	N	Commitments GS1 and GS3 within the REAC, which forms part of the EMP (TR010039/APP/7.5), require the production of a Materials Management Plan as part of the Second Iteration of the EMP. The EMP is secured by Requirement 4 of the Draft DCO (TR010039/APP/3.1).
Heritage	The Proposed Route unnecessarily destroys potentially significant archaeological features south of the existing A47 in Sutton Parish. A northern route would avoid this destruction. The surveys that we have seen indicate nothing of archaeological interest to the north of the existing A47 on the stretch eastward of the Sutton Heath Road.	Sutton Parish Council	Y	Highways England considered a northern route, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument at Sacrewell Farm. Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed. Following discussions with Historic England the proposed alignment now passes through the

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				southeast corner of the scheduled monument.
Heritage	Archaeological evaluation of the route by trial trenching has the potential to better identify the significance of as yet unknown undesignated archaeological assets, which would be destroyed by the proposals, and the scope for the harm which would be caused to their significance to be mitigated by a prior programme of archaeological investigation, where physical preservation cannot be considered. None of the listed buildings or conservation areas would be directly impacted by the scheme.	Historic England	N	<p>A programme of archaeological trial trenching has been undertaken and the results are provided in Environmental Statement Appendix 6.6 (TR010037/APP/6.3).</p> <p>The scope of the evaluation was defined by the Archaeological Advisor to Peterborough City Council and the evaluation was carried out in accordance with the A47 Wansford to Sutton A47 Archaeological Evaluation Specification. The results of the trial trenching have been used to inform the assessment of archaeological potential within the Scheme boundary.</p> <p>Archaeological mitigation measures are set out within the REAC, which forms part of the EMP (TR010039/APP/7.5), and which is secured by Requirement 4 of the Draft DCO (TR010039/APP/3.1).</p> <p>No listed buildings or conservation areas are directly impacted by the Scheme.</p>
Heritage	The development will impact upon the settings of some listed buildings and the settings of conservation areas and thereby cause a degree of harm to their significance over that currently experienced from the existing road. This harm should be fully assessed in the EIA and potential mitigation measures proposed. There is some concern that the assessment of the proposal to date has focussed primarily on the scheduled monument and other archaeology. We would emphasise the importance of a holistic approach to the historic environment and for full	Historic England	N	<p>Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1) considers the potential impacts of the Scheme on designated and non-designated features, including listed buildings and conservation areas and their settings</p> <p>Archaeological mitigation measures are set out within the REAC, which forms part of the EMP (TR010039/APP/7.5), and which is secured by Requirement 4 of the Draft DCO (TR010039/APP/3.1).</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	consideration to be given to other designated assets including listed buildings and conservation areas and their settings together with non-designated heritage assets.			No listed buildings or conservation areas are directly impacted by the Scheme.
Heritage	In line with the advice in the National Planning Policy Framework (NPPF), we would expect the Environmental Statement to contain a thorough assessment of the likely effects which the proposed development might have upon those elements which contribute to the significance of these assets.	Historic England	N	Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1) considers the potential impacts of the Scheme on designated and non-designated features, including listed buildings and conservation areas and their settings. ES Appendix 6.1 (TR010039/APP/6.3), Cultural Heritage, provides a detailed description of baseline information, and includes assessment of archaeological potential, contribution of setting to value / significance and of the value / significance of all identified heritage assets.
Heritage	The PEIR acknowledges that the proposed development has the potential for impacts on cultural heritage. We are pleased this will be dealt with in a specific chapter within the Environmental Statement. We advise that all supporting technical information (desk-based assessments, evaluation and post-excavation reports etc.) are included as appendices. Where relevant, the cultural heritage should be cross-referenced to other chapters or technical appendices; for example noise, light, traffic and landscape.	Historic England	N	Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1) is supported by a number of technical appendices (TR010039/APP/6.3): <ul style="list-style-type: none"> Appendix 6.1 - Cultural Heritage Baseline Appendix 6.2 – Geophysical Survey Appendix 6.3 – Geophysical and Metal Detector Survey Appendix 6.4 - Archaeological observation during geotechnical investigations Appendix 6.5 – Geophysical survey of the scheduled monument Appendix 6.6 – Archaeological trial trenching survey report Appendix 6.7 – Former Wansford Road Station Building Advice Report
Heritage	The EIA should consider the impact upon both designated and non-designated heritage assets.	Historic England	N	Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1) considers the potential impacts of the Scheme on designated and

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				non-designated heritage assets.
Heritage	The assessment should also take account of the potential impact which associated activities (such as construction, servicing and maintenance, and associated traffic) might have upon perceptions, understanding and appreciation of the heritage assets in the area. The assessment should also consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to in situ decomposition or destruction of below ground archaeological remains and deposits, and can also lead to subsidence of buildings and monuments.	Historic England	N	Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1) considers the potential impacts during construction and operation of the Scheme.
Heritage	None of the scheduled monuments would be directly impacted by the scheme, but the 'Site revealed by aerial photography west of Sutton Heath' (list entry number 1006796) which comprise the buried archaeological remains of a prehistoric barrow cemetery and Roman enclosures is located immediately to the north of the existing A47.	Historic England	N	Following recent discussions (2021) with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument (1006796). Environmental Statement Appendix 6.1 Cultural Heritage Baseline (TR010039/APP/6.3) considers the impacts on designated and non-designated assets.
Heritage	While the route design avoids ground works within the scheduled monument which would cause direct impacts, the size and form of the new road would erode the landscape setting of the barrow cemetery which contributes to its significance, thereby causing an increased degree of harm to its significance over that currently experienced from the existing road.	Historic England	N	Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1) considers the potential direct and indirect impacts on the scheduled monument, including its setting. Following discussions with Historic England in 2021 the proposed alignment now passes through the southeast corner of the scheduled monument. Environmental Statement Appendix 6.1 (TR010039/APP/6.3) states that for this site: <i>"Asset is partially within the proposed scheme boundary and is immediately adjacent. Unknown archaeological remains related to the asset inside"</i>

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				<p>and outside of the scheduling boundary may be removed during construction.</p> <p>Physical removal of 6m by 9m triangle (approx. 27m²) of land from the south-eastern corner. No known significant remains will be removed but there is potential for small or ephemeral remains, masked by geological anomalies.</p> <p>Asset is within the ZTV but not sensitive to setting impacts from the proposed scheme."</p>
Heritage	<p>Cambridgeshire County Council's Historic Environment Service maintain an Historic Environment Record (HER). This indicates a number of areas of archaeological interest in the vicinity. We would therefore recommend the HER is reviewed when developing a heritage impact assessment, although the Council, rather than Historic England should be consulted on matters relating to archaeology. Consideration should also be given to the impact on locally listed buildings - we would encourage liaison with Peterborough City Council in this respect.</p>	Historic England	N	<p>As identified in Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1) a search was undertaken of the Peterborough and Cambridgeshire Historic Environment Record (HER) database for details of known undesignated heritage assets: archaeological sites and find spots, locally listed buildings and archaeological event location. This data was collected for a 1km radius around the Scheme footprint.</p> <p>Consultation has been undertaken throughout with the Peterborough City Council (PCC) archaeologist and other officers.</p> <p>Environmental Statement Chapter 6 (TR010039/APP/6.1), Cultural Heritage and Appendix 6.1 Cultural Heritage Baseline (TR010039/APP/6.3) consider the impact on locally listed buildings.</p>
Heritage	<p>The EIA should consider the impact upon both designated and non-designated heritage assets. This should include the impact upon the setting of the heritage assets within the surrounding area. Assessment of setting should not be restricted to</p>	Historic England	N	<p>Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1) considers the potential impacts of the Scheme on designated and non-designated features, including their settings. Temporary and permanent construction and</p>

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	visual impact, but should also consider other environmental factors such as noise, traffic and lighting, where relevant.			operational effects on heritage assets have been considered in the assessment. The methodology and study area for the assessment are set out in Section 6.4 of Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1).
Heritage	Whilst standardised EIA matrices or are useful tools, we consider the analysis of setting (and the impact upon it) as a matter of qualitative and expert judgement which cannot be achieved solely by use of systematic matrices or scoring systems. Historic England therefore recommends that these should be seen primarily as material supporting a clearly expressed and non-technical narrative argument within the cultural heritage chapter. The EIA should use the ideas of benefit, harm and loss (as described in NPPF) to set out 'what matters and why' in terms of the heritage assets' significance and setting, together with the effects of the development upon them.	Historic England	N	The assessment has been undertaken in accordance with DMRB LA 106 (see Section 6.4 Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1)). In addition to LA 106, other guidance has been used to inform the assessment including: <ul style="list-style-type: none"> Chartered Institute for Archaeologists (CIfA) Standard and guidance for historic desk-based assessment (CIfA 2017) Conservation Principles, Policies and Guidance (Historic England 2008) DMRB LA 104 Environmental assessment and monitoring Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision Taking (Historic England 2015) Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (Historic England 2017) Statements of Heritage Significance: Analysing Significance in Heritage Assets Historic England Advice Note 12 (Historic England 2019)
Heritage	The Environmental Assessment should also explore opportunities for enhancement of the historic environment and the potential to better reveal its significance. The application of Highways England's designated funds to support this may also be	Historic England	N	DMRB Chapter 6 Cultural Heritage (TR010039/APP/6.1) considers the potential impacts of the Scheme on designated and non-designated features and identifies mitigation as necessary.

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	appropriate.			<p>Archaeological mitigation measures are set out within the REAC, which forms part of the EMP (TR010039/APP/7.5), and which is secured by Requirement 4 of the Draft DCO (TR010039/APP/3.1).</p> <p>From 2020 to 2025, Highways England will be investing £936 million from our standalone – or designated – funding. This money is allocated to four funding streams focused on making improvements that will make the biggest difference and deliver lasting benefits. More details are provided on the Highways England website: https://highwaysengland.co.uk/designated-funds/.</p>
Heritage	It is important that the assessment is designed to ensure that all impacts are fully understood. Section drawings and techniques such as photomontages are a useful part of this. Any heritage specific viewpoints should be identified by the heritage consultant and should be included in the LVIA. We note from paragraph 7.6.3 that representative viewpoints are to be agreed to the LPA. May we suggest that views include sensitive heritage assets including from Sacrewell Mill (listed at grade II*), Stibbington Hall (listed at grade I) and the edge of the conservation areas to the south together with the scheduled monument (NHLE 1006796).	Historic England	N	<p>The locations of the photomontages are presented in Table 7.4 DMRB Chapter 7 Landscape and Visual (TR10039/APP/6.1). Sacrewell Farm (which includes Sacrewell Mill) is included.</p> <p>The locations for the photomontage reflect the changes in the alignment post the 2018 statutory consultation.</p>
Heritage	The setting of the Great North Road Carriageway Bridge is not considered to be impact by the proposed alterations to the A47 as its use is functional and to directly relate to infrastructure proposed. There is a clear opportunity for the proposal to allow for greater appreciation of the asset transforming a currently underused and notorious	Peterborough City Council	N	This feature is not within the boundary of the Scheme and its setting is not affected.

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	location to one which is of benefit to the grade II* heritage asset.			
Heritage	A historic record of the existing earthworks for the former railway line (within the redline boundary) and the locally listed bridge should be made to at least Historic England level two standards as part of the submission or be required by condition before works commence	Peterborough City Council	N	REAC Commitment CH4 included within the EMP (TR010039/APP/7.5) includes: <i>"Historic building recording of the locally listed former Wansford Railway Station (WAN01) and associated railway bridge (WAN02) will be carried out to Level 3 according to Historic England's guidance for investigating and recording historic buildings (Historic England, 2016). To also be included in the recording are the linesman's hut, platform, cast iron gate piers, and the railway earthworks within the landownership boundary of Wansford Railway Station (WAN01) and the Proposed Scheme boundary."</i> The EMP is secured by Requirement 4 of the Draft DCO (TR010039/APP/3.1).
Heritage	We would also expect the Environmental Statement to consider the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. We note that archaeological work currently on-going.	Historic England	N	Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1) considers the potential impacts of the Scheme on designated and non-designated features of historic, architectural, archaeological or artistic interest
Heritage	Given the concerns the Council has raised in relation to the scheduled ancient monument and the lack of clarity in respect of proposed mitigation we would like to ensure the opportunity to comment further is fully clarified with appropriate dates. It is understood that following the submission of the Development Consent Order, the Council will have access to the Environmental Impact Assessment study and will also be able to submit comments to the Examination	Huntingdonshire District Council	N	Highways England considered a northern route, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument at Sacrewell Farm. Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.

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	and be represented at that Examination, if considered necessary.			<p>Following recent discussions (2021) with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument.</p> <p>A full EIA has been undertaken for the Scheme and the findings are presented in the Environmental Statement chapters (TR010039/APP/6.1).</p>
Heritage	We support the finalised route, recognising that it cannot be moved any further north due to the Ancient Monument on the north side of the existing road.	Huntingdonshire District Council	N	<p>Highways England considered a northern route, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument at Sacrewell Farm.</p> <p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>Following recent discussions (2021) with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument.</p> <p>A full EIA has been undertaken for the Scheme and the findings are presented in the Environmental Statement chapters (TR010039/APP/6.1)</p>
Heritage	I was interested in the future status of the former Stamford to Wansford railway bridge (Wansford Road Station). Despite having been closed for nearly 90 years (1929), the bridge remains strong (appears to, at least). I would welcome retention of the existing structure as part of the realignment proposals at that location.	East Northamptonshire Council	N	The former Stamford to Wansford railway bridge does not meet modern design standards to accommodate a dual carriageway. The existing former railway bridge is being retained to facilitate a pedestrian and cycle crossing both over and under the structure.
Heritage	The following Information should be provided within a	Peterborough City	N	A heritage assessment has been undertaken as

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	<p>full application:</p> <ul style="list-style-type: none"> - Analysis of the impact upon the three locally listed buildings, to additionally include - Safeguards protecting the bridge - Long term treatment of the road 	Council		<p>part of the environmental impact assessment of the Scheme. This includes an assessment of the effects on listed buildings, conservation areas and non-designated assets. The Scheme provides mitigation to protect heritage assets where appropriate. The assessment is set out in Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1).</p> <p>The Great North Road Carriageway Bridge is not within the boundary of the Scheme and its setting is not affected.</p>
Heritage	<p>Considerable weight and importance should be given to the avoidance of harm to conservation areas and the significance of a listed building and its setting. The presumption against the avoidance of harm is a statutory one, and can only be outweighed if there are material considerations strong enough to do so.</p>	Peterborough City Council	N	<p>A heritage assessment has been undertaken as part of the environmental impact assessment of the Scheme. This includes an assessment of the effects on the scheduled monument, listed buildings and conservation areas. The Scheme provides mitigation to protect heritage assets where appropriate. The assessment is set out in Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1).</p>
Heritage	<p>It is considered that the work will not have an adverse impact on the character and appearance of the listed buildings and would accord with section 66(1) Planning (Listed Buildings and Conservation Areas) Act 1990 and is in accordance with Peterborough Core Strategy DPD (2011), Peterborough Planning Policies DPD (2012) and the National Planning Policy Framework (Heritage considerations)</p> <p>It is considered that the work will preserve the character and appearance of the Sutton and Wansford Conservation Areas in accordance with</p>	Peterborough City Council	N	<p>This comment has been noted</p>

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	Section 72(1), of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and is in accordance with Peterborough Core Strategy DPD (2011), Peterborough Planning Policies DPD (2012), and the National Planning Policy Framework (Heritage considerations).			
Heritage	Analysis of the impact of the proposals upon the setting and appreciation of both Sutton and Wansford Conservation Area, to additionally include discussion regarding noise and impact upon views.	Peterborough City Council	N	<p>A heritage assessment has been undertaken as part of the environmental impact assessment of the Scheme. This includes an assessment of the effects on listed buildings and conservation areas. The Scheme provides mitigation to protect heritage assets where appropriate. The assessment is set out in Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1).</p> <p>Potential effects on views are considered in Environmental Statement Chapter 7 Landscape and Visual (TR010039/APP/6.1).</p>
Heritage	There are a number of related heritage issues to be considered by the proposal: the harm caused to the significance of the Sutton and Wansford Conservation Area's through development within its setting (NPPF paragraph 194) and the resulting harm to the character or appearance of the Conservation Area (section 72 Planning (Listed Building and Conservation Area) Act 1990); and the harm caused to the character and setting of the listed building (NPPF paragraph 194 and section 66(1) Planning (Listed Building and Conservation Area) Act 1990), the harm caused to the significance of Non-Designated Heritage Asset (NPPF paragraph 197).	Peterborough City Council	N	<p>A heritage assessment has been undertaken as part of the environmental impact assessment of the Scheme. This includes an assessment of the effects on listed buildings, conservation areas and non-designated assets. The Scheme provides mitigation to protect heritage assets where appropriate. The assessment is set out in Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1).</p> <p>Consideration of the Scheme against planning policy is set out in the Case for the Scheme (TR010039/APP/7.1).</p>
Heritage	Paras. 6.5.12-17 highlight '5 main areas of archaeological .. activity.' However, in the absence of	Sutton Parish Council	N	Highways England has noted this comment and will consider the presentation of materials in future

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	a map showing these areas it is difficult to precisely identify their location, extent, and potential significance - why was no such map included within the PEIR.			PEIRs. Environmental Statement Chapter 6 Cultural Heritage provides the assessment of the effects of the Scheme on cultural heritage assets. Environmental Statement Figure 6.3 (TR010039/APP/6.2) identifies the location of 'archaeological potential zones'.
Heritage	The proposed scheme is likely to affect Scheduled Monument List entry Number 1006796 - Site revealed by aerial photography W of Sutton Heath (PE 201) which is located on the northern side of the A47. The site consists of various circles and enclosures visible on aerial photographs. Some of these features are likely to be prehistoric (by typology) and/or Roman (as various Roman objects and sites have been found in the area). The A1 also follows the course of the Roman Ermine Street. Although unscheduled, this road has to be regarded as an asset of national importance. The A47 in this area is also on the course of a Roman road branching off Ermine Street.	Peterborough City Council	Y	Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed. Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1) considers the potential direct and indirect impacts on the scheduled monument, including its setting. The impact of the Scheme on the scheduled monument is considered to constitute less than substantial harm. The roman road is also considered in the assessment.
Heritage	Only the earthworks of the former Wansford to Stamford line remain, and this is in various degrees of preservation. The engineering works required for the bridge will detrimentally impact however this will be within a small stretch and should not materially undermine the appreciation of the asset. At this stage of the proposals there is no detailed design for the bridge, however it should be configured to reduce	Peterborough City Council	N	This comment is noted

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	<p>the impact upon the earthworks, allow a variety of access underneath and preferably of a design which reflects the historic bridges of the line.</p> <p>The existing bridge which is locally listed is proposed to remain however it will lose its original function and only serve the station house. There is concern that this limited use will substantially reduce the incentive for good maintenance of the heritage asset but it is acknowledged that this is not a material consideration. The road was presumably the reason for the buildings construction at this point and the upgrading of the transportation infrastructure, as the railway was, is an evolution of the existing setting and is thus not incongruous. In addition the proposals will not undermine the appreciation of the group of buildings nor their relationship.</p>			
Heritage	<p>Sacrewell Mill consists of two buildings, the farmhouse which is grade II and the former mill which is grade II*. The more significant mill is situated twice as close to the A47 than the farmhouse. Due to the relative distance from the proposals and the relative significance of the assets, the resulting magnitude of any potential impact will be greater upon the mill compared to the farmhouse. Analysis of the impact of the proposals on Sacrewell Mill, to additionally include:</p> <ul style="list-style-type: none"> - Discussion on suitability of access arrangements, - Impact upon the sustainability of site - Contribution (beneficial and detrimental) of proposals to the appreciation and enjoyment of the heritage site. 	Peterborough City Council	N	<p>Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1) considers the potential direct and indirect impacts on the listed buildings at Sacrewell Farm.</p> <p>Environmental Statement Chapter 12 Population and Human Health (TR010039/APP/6.1) considers the potential impacts on Sacrewell Farm and Country Centre as a business and community asset.</p>
Hydrogeology	Though we note, and support, the concerns raised in the response letter from the Environment Agency (EA), dated 5 June 2018, which has 'reservations	Natural England	N	Environmental Statement Chapter 13 Road Drainage and the Water Environment assesses the potential effects of the drainage measures included

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	that road drainage from the existing carriageway is not to be upgraded during the development and that surface water will enter the River Nene without passing through interceptors. Justification will need to be provided as to why this is not considered a pollution risk.' (see Annex E)			within the Scheme. A drainage strategy has been developed and discussed with the EA. This is presented in the ES Appendix 13.2 Drainage Strategy (TR010039/APP/6.3)
Hydrogeology	The Lead Local Authority (LLFA) (in this case Peterborough City Council) is responsible for commenting on all surface water drainage schemes. We therefore recommend that you contact the LLFA at your earliest convenience to discuss the surface water management scheme for this development.	Environment Agency	N	Discussions have been held with Peterborough City Council as Lead Local Flood Authority and have assisted with the development of the Drainage Strategy for the Scheme as set out in Environmental Statement Appendix 13.2 (TR010039/APP/6.3) .
Hydrogeology	If dewatering is required during construction works then you will need to apply to us for an Abstraction License under the Water Resources Act 1991.	Environment Agency	N	This comment has been noted.
Hydrogeology	Under the terms of the Environmental Permitting Regulations 2016, a permit or exemption may be required for any proposed works or structures, in, under, over or within 8m of the River Nene designated a 'main river'. These requirements can be included within the DCO.	Environment Agency	N	This comment has been noted
Hydrogeology	Based on our records, the proposed development is within an area identified as being at high risk of flooding, flood Zone 3 and a Groundwater Vulnerable Zone, principal aquifer.	Environment Agency	N	A flood risk assessment has been undertaken and is presented in Environmental Statement Appendix 13.1 Flood Risk Assessment (TR010039/APP/6.3) .
Hydrogeology	You may wish to sign up to our Floodline Warnings Direct Service for the construction phases of the works to ensure you have advanced warning of high flows within the River Nene. This would be by way of an Emergency Contacts Arrangement form which we are happy to provide you with.	Environment Agency	N	This comment has been noted
Hydrogeology	It is important that there is no loss of floodplain as a result of the proposals and the Flood Risk Assessment (FRA) will need to provide details on any	Environment Agency	N	A flood risk assessment has been undertaken and is presented in Environmental Statement Appendix 13.1 Flood Risk Assessment (TR010039/APP/6.3) .

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	raising or lowering of land within the floodplain.			<p>An area for flood compensation has been identified and are shown in the Flood Risk Assessment (Appendix 13.1 to the Environmental Statement (TR010039/APP/6.3)).</p> <p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. This has allowed a reduction in the area required for flood compensation.</p>
Hydrogeology	For discharge into the River Nene (Main River), the discharge rate will be based on the calculated pre-development (Greenfield) runoff rate for the site. For a simple control structure this will be based on the QBAR rate. Complex discharge controls should reflect the original discharge or run-off rates from the site across the range of storm events. E.g. QBAR, 3.3% (1in30), 1% (1in100), 1% (1in100) plus climate change; or they should only limit discharge for all events to the flow predicted by the QBAR event. Ultimately, there should be no increase in run off as a result of the development up to and including the 1% (1 in 100) event with an allowance for climate change.	Environment Agency	N	<p>Queries raised by the Environment Agency are addressed within Environmental Statement Appendix 13.2 Flood Risk Assessment (TR010039/APP/6.3) (see Section 3.5) and the hydraulic modelling report (Annex B to the FRA). The Environment Agency and the LLFA accepted the findings of the modelling.</p>
Hydrogeology	The site is located on the principal Lincolnshire Limestone aquifer. The aquifer in this area supports spring and river baseflows. As part of your application for a DCO you will need to submit information that demonstrates how you intend to ensure that proposed development will not have a detrimental impact on this. We hold some data in respect of groundwater levels and its interactions with surface water in the area.	Environment Agency	N	<p>A detailed assessment of groundwater quality and runoff has been undertaken, as described in Appendix C of LA 113. This assessment has also used the groundwater risk assessment matrix provided in Highways England Water Risk Assessment Tool (HEWRAT) for the assessment of routine runoff to groundwater.</p> <p>The detailed assessment also considers infiltration capacity, water quality and spillage containment, as</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>Our records show that there are no nearby groundwater abstractions, although in places groundwater should be expected to be close to ground surface.</p> <p>If dewatering is required during construction works then you will need to apply to us for an Abstraction License under the Water Resources Act 1991.</p>			<p>agreed with the Environment Agency. The results of this assessment are set out in Environmental Statement Appendix 13.4 Groundwater Assessment (TR010039/APP/6.3). The Draft DCO (TR010039/APP/3.1) includes power for the discharge of water (Article 21).</p>
Hydrogeology	The effects of the proposed development on the Water Framework Directive (WFD) water bodies will need to be considered as part of your application for a DCO. In particular, the impacts on the River Nene and Wittering Brook. The development must not result in a deterioration of the waterbodies or their failure to meet WFD objectives	Environment Agency	N	The effects on WFD water bodies have been considered and is presented in Environmental Statement Chapter 13 Road Drainage and the Water Environment (TR010039/APP/6.1)
Hydrogeology	The site is adjacent to the River Nene and Wittering Brook designated 'Main Rivers' and lies partly within a high risk flood zone (flood zone 3). As part of your application for a DCO you will need to submit a flood risk assessment (FRA) that demonstrates how you intend to manage flood risk on site to ensure that the proposed development is safe and will not increase flood risk elsewhere.	Environment Agency	N	A flood risk assessment has been undertaken and is presented in ES Appendix 13.1 Flood Risk Assessment (TR010039/APP/6.3).
Hydrogeology	<p>It is important that there is no loss of floodplain as a result of the proposals and the Flood Risk Assessment (FRA) will need to provide details on any raising or lowering of land within the floodplain. Any loss of floodplain should be compensated for on a level for level, volume for volume basis (i.e. re-grade the land at the same level as that taken up by the development) therefore providing a direct replacement for the lost storage volume.</p> <p>The FRA will need to provide detailed information to</p>	Environment Agency	N	<p>The Scheme includes areas for flood compensation.</p> <p>The flood risk assessment considered the area required and potential locations for flood compensation areas (see Flood Risk Assessment (Appendix 13.1 to the Environmental Statement (TR010039/APP/6.3)).</p> <p>Following discussions with Historic England the proposed alignment was moved to pass through the</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	demonstrate how this can be achieved. The location of any compensation works must relate hydraulically and hydrologically to the location of the site. The FRA must also confirm and provide detailed information of any temporary floodplain compensation that may be required for the works.			southeast corner of the scheduled monument. This allowed a reduction in the area required for flood compensation.
Hydrogeology	The non-technical PEIR summary sets out the adverse effects and how these will be mitigated but there is no mention of the river - a significant and concerning omission, given its environmental importance.	Huntingdonshire District Council	N	This comment has been noted
Hydrogeology	We stipulate that excavation of the compensation is complete before infilling commences to ensure that flood plain capacity is maintained during construction of the development. Compensation schemes must conserve and where possible enhance the biodiversity value of a site. If compensatory storage is to be provided close to normal river levels, we would encourage the creation or restoration of wetlands and any opportunities to improve the river corridor and add value to the landscapes character.	Environment Agency	Y	The Scheme includes areas for flood compensation. The flood risk assessment considered the area required and potential locations for flood compensation areas (see Flood Risk Assessment (Appendix 13.1 to the Environmental Statement (TR010039/APP/6.3))). The potential effects of the Scheme on biodiversity are set out in Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1)
Hydrogeology	The FRA will need to take into account the effects of climate change on the development.	Environment Agency	N	A flood risk assessment has been undertaken and is presented in Environmental Statement Appendix 13.1 Flood Risk Assessment (TR010039/APP/6.3). This takes into account the effects of climate change on the Scheme.
Hydrogeology	Careful consideration should also be given to the location of drainage and SUDs interventions to minimise the impact upon archaeological remains. For example, drainage works adjacent to the scheduled monument are unlikely to be acceptable and should be re-located at a greater distance from	Historic England	N	The approach to drainage for the Scheme is set out in Environmental Statement Chapter 13 Road Drainage and the Water Environment (TR010039/APP/6.1) and Environmental Statement Appendix 13.1 Drainage Strategy (TR010039/APP/6.3).

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	the monument			
Hydrogeology	The Preliminary environmental information Report (PEIR) which forms part of this consultation states that all new drainage would comprise Sustainable Drainage Systems (SuDS) for the above project. Should the proposed method of surface water management relate to Anglian Water operated assets, we would wish to be consulted to ensure that an effective surface water drainage strategy is prepared and implemented.	Anglian Water	N	The Drainage Strategy is provided in Environmental Statement Appendix 13.2 (TR010039/APP/6.3). The proposed method of surface water management does not relate to Anglian Water operated assets.
Hydrogeology	The drainage proposals would need to address policy CS22 of the Adopted Peterborough Core Strategy DPD and policy LP32 of the Peterborough Local Plan (Submission Version).	Peterborough City Council	N	The drainage design is described in Environmental Statement Appendix 13.2 Drainage Strategy (TR010039/APP/6.3).
Hydrogeology	When the Proposed Route will significantly encroach onto the floodplain of the River Nene, it is astonishing that 'the exact details for the proposed drainage strategy [are] currently unknown' (para. 2.31.). The issue of flood management needs to be at the centre of such a scheme as this, but it appears that nothing has been done.	Sutton Parish Council	Y	The drainage strategy and the proposals for flood compensation have been developed based on the Scheme as submitted in the DCO application. Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. This has allowed a reduction in the area required for flood compensation. The Drainage Strategy is presented in Appendix 13.2 to the Environmental Statement (TR010039/APP/6.3).
Land	At the time of the previous Consultation, Homes England was promoting two landholdings to the north of the A47, the eastern landholding and the western landholding. The extent of these landholdings is shown on the plan that forms an attachment to this representation. These landholdings were being promoted as part of the ongoing review of the Peterborough Local Plan. Preliminary studies and	Homes England	Y	Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed. This alignment passes through land owned by Homes England.

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>earlier iterations of a concept plan for the site, known as a Great Kyne, demonstrated that the landholdings could theoretically accommodate ~4,500 dwellings in four linked villages. In order to create sustainable developments the concept plan for the land holding would balance the new homes with an area of approximately 5-15 hectares identified for employment uses (across the entire landholding).</p> <p>The Site had featured prominently in the Further Draft Local Plan (December 2016) consulted upon pursuant to regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and had allocated the eastern landholding for 2,500 dwellings during the plan period to 2036. Since then, following a further review, the Peterborough Local Plan (Proposed Submission) was published in January 2018, and the site at Great Kyne no longer featured as a draft allocation. Homes England is actively objecting to the omission of this site at the ongoing examination for the Local Plan.</p>			<p>Highways England consulted with Homes England during the development of the alternative northern alignment. Homes England were included in the targeted consultation in Autumn 2020. Highways England has taken into account comments made by Homes England in the development of the landscape mitigation measures included in the Environmental Masterplan (TR010039/APP/6.8).</p>
Landscape	<p>As existing due to various screening the A47 is not readily appreciated from the mill, although its noise, in conjunction with that from the A1 is obviously apparent. The existing road does not contribute positively the mills setting however the proposal does not shift the road line substantially. The impact therefore upon the setting is limited and has the potential to be mitigated or enhanced. The proposed new access arrangements do bring the road closer the heritage asset, however the road should not be appreciated due to the proposed screening and there should be no noticeable change within the traffic levels. If there is potential for the new road to</p>	Peterborough City Council		<p>Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1) presents the outcome of the noise assessment. Sacrewell Farm and Country Centre is identified as a receptor in the assessment.</p> <p>During construction temporary noise barriers are required during the set up and operation of the temporary construction compound and best practicable means for noise and vibration mitigation will be employed as set out in the EMP (TR010039/APP/7.5) (measures NV1 – NV3 in the REAC). Minor adverse impacts are predicted due</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	increase noise, this should be addressed and mitigated within the design. The asset is a well-regarded heritage visitor attraction and the creation of better access is welcomed.			to the Scheme.
Landscape	The approach of planting larger trees in prominent areas is welcomed.	Peterborough City Council	N	The planting proposals are set out in the Environmental Masterplan (TR010039/APP/6.8).
Landscape	It is appreciated that numerous constraints have shaped the current design and will have an impact on the future design proposal including details of the build out, accesses, storage of materials and associated activities that influence the immediate area surrounding the scheme. The scheme has the potential to reach much further than the proposed A47 corridor as depicted by the red line. All of the threads of the above issues need to be pulled together so that there is a firm understanding of the impact and the steps to protect and potentially mitigate the valuable landscape components.	Peterborough City Council	N	The assessment is set out in Environmental Statement Chapter 7 Landscape and Visual (TR010039/APP/6.1). Potential effects have been considered beyond the Scheme boundary.
Landscape	No 'specific landscape and visual design interventions' have been formulated (para. 7.7.1), which seems extraordinary when the Proposed Scheme will have such a detrimental effect on the Nene Valley.	Sutton Parish Council	N	<p>The intention of the PEIR was to enable stakeholders (both specialist and non-specialist) to understand the likely environmental effects of the Scheme and help to inform consultation responses. The full assessment of the likely significant landscape and visual effects of the Scheme is presented in the Environmental Statement Chapter 7 Landscape and Visual. This assessment has considered the potential effects on the Nene Valley (TR010039/APP/6.1).</p> <p>Measures to mitigate landscape and visual effects are identified in Section 7.8 of Environmental Statement Chapter 7 Landscape and Visual (TR010039/APP/6.1). Further detail is provided on the Environmental Master Plan</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				(TR010039/APP/6.8).
Landscape	Para 7.4.1 states that 'visual impacts have been considered based on a site visit to publicly accessible areas.' These areas are not identified nor has the date or duration of the site visit been particularized.	Sutton Parish Council	N	Highways England has noted this comment and will consider the presentation of information in future PEIRs.
Landscape	I would welcome further clarity why residential properties to the east of Thornhaugh are classed with a 'Low' sensitivity (PEIR Table 7.1)?	Red Kite (Peterborough City Council)	N	Environmental Statement Chapter 7 Landscape and Visual (TR010039/APP/6.1) provides the methodology for the assessment. The residential properties to the eastern edge of Thornhaugh are separated from the Proposed Scheme by the carriageway of the A1. Due to the topography of this area and the existing planting, the sensitivity is determined as being low.
Materials and Waste	The Minerals and Waste Officer disagrees with the statement that the potential sterilisation of mineral reserves is unlikely to be a material consideration (9.6.1 of the PEIR). Virtually the entirety of the proposal site falls within a Mineral Safeguarding Area (see Cambridgeshire and Peterborough Minerals and Waste Core Strategy (CPMWCS) policy CS26) predominantly safeguarded for sand and gravel, but also potentially areas safeguarded for limestone. Chapter summary 10.9.2 states that 'it is anticipated that there would be minimal requirement for material resources and minimal waste generation during operation' - however it is stated at 10.8.1 that 'the proposed scheme is likely to require large quantities of material resources for construction purposes. The potential impact of the use of mineral resources is therefore unknown, as is the potential for the requirement for borrow pits to support the scheme (which would be subject of CPMWCS policy CS11).	Peterborough City Council	N	Environmental Statement Chapter 10 Materials and Waste (TR010039/APP/6.1) and Environmental Statement Appendix 10.3 Mineral Impact Assessment (TR010039/APP/6.3) set out the assessment of material requirements for the Scheme and potential sources of those materials. Environmental Statement Appendix 10.3 Mineral Impact Assessment (TR010039/APP/6.3) Section 10.7 states that: <i>"There are limited opportunities to prior excavate the safeguarded deposits due to the requirement to maintain existing topography, import materials as part of the required ground improvements and due to external constraints such as the River Nene, residential properties and existing road infrastructure. The intention is to use excavated materials within the Proposed Scheme in accordance with the wider measures developed to avoid and minimise the impacts on material resources"</i>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				The REAC as part of the EMP (TR010039/APP/7.5) includes commitments (MA1 – MA4) for the responsible use of materials and the preparation of a Materials Management Plan. The EMP is secured by Requirement 4 of the Draft DCO (TR010039/APP/3.1)
Noise	The additional noise generated through higher capacity and faster speed limit will adversely affect wildlife and walkers.	Huntingdonshire District Council	N	<p>The noise assessment is presented in Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1).</p> <p>Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1) then considers the effects of noise on biodiversity receptors.</p> <p>Environmental Statement Chapter 12 Population and Human Health (TR010039/APP/6.1) considers the effects of the Scheme on Environmental Statement. The impact on health for users of public rights of way (PRoW) are assessed within the air quality, noise and landscape sections within those Environmental Statement chapters</p>
Noise	Where the new road comes closest to the river, the design shows a hedgerow provided as the barrier between the riverbank and the road. A walking path also exists on the riverbank. The additional noise generated through higher capacity and faster speed limit will adversely affect wildlife and walkers - it is surprising that, from the information on the available drawings, there is no acoustic barrier or other solution.	Huntingdonshire District Council	N	<p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction, which is further away from the River Nene. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1) and impacts from noise are assessed.</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Noise impacts have been assessed as detailed in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected as a result of the Scheme. The assessment includes impacts on receptors including walkers.
Noise	In terms of nearby settlements, the PEIR recognises Wansford and Sutton as receptors but does not include Stibbington. Noise impact on this settlement should also be considered.	Huntingdonshire District Council	N	Noise impacts have been assessed as detailed in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). Stibbington was not considered as part of the noise assessment. Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed. This has moved the alignment further from Stibbington.
Noise	Active monitoring should be undertaken of both noise and vibration in order to effectively calculate necessary mitigation measures. The noise monitoring locations should be carefully considered and agreed with the Local Authority to ensure relevant noise sensitive locations are captured at appropriate times of the day. Ambient and background monitoring should be undertaken in line with BS:5228-1:2009+A1:2014. Guidance on consequences of any predicted vibration levels in terms of human perception and disturbance is given in Table B.1 of BS:5228-2:2009+A1:2014	Peterborough City Council	N	A noise assessment has been undertaken for the Scheme and is presented in Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). This includes details of the methodology and the noise monitoring undertaken for the Scheme.
Noise	The proposal does clearly attempt to mitigate the perception of the impact of the noise through the creation of a shelter belt, however there is concern regarding the proposed gaps and the potential impact	Peterborough City Council	N	Landscape mitigation proposals are set out on the Environmental Masterplan (TR010039/APP/6.8). The landscaping is secured by Requirement 5 to the Draft DCO (TR010039/APP/3.1).

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	they may have.			Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1) presents the outcome of the noise assessment and identifies the locations of acoustic barriers.
Noise	Construction works should be carried out using Best Practicable Means and outlined in the Environmental Statement. In order to identify the likely significance of noise levels from the construction activity preferable methods using potential significance based noise change, example method 1- the ABC method and Example Method 2 - 2-5 dB(A)change are outlined in BS5228. Adverse effects should be addressed in line with insulation regulations.	Peterborough City Council	N	During construction best practicable means for noise and vibration mitigation will be employed as set out in the EMP (TR010039/APP/7.5) (measures NV1 – NV3 in the REAC).
Noise	It is noted that a comprehensive noise assessment has not been carried out as part of the Preliminary Environment Report, which makes assessment of this impact upon Sutton impossible.	Peterborough City Council	N	A noise assessment has been undertaken for the Scheme and is presented in Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1).
Policy	We would advise that the PEIR refers to the full suite of planning policies within the Local Development Framework which is to be replaced by the Local Plan which is currently at Examination stage.	Peterborough City Council	N	Local planning policies are set out in the Case for the Scheme (TR010039/APP/7.1).
Preliminary Environmental Information Report	The Council is not yet in a position to agree with the findings of the PEIR. While the document identifies many of the issues that will require mitigation, it does not then put forward exactly what the mitigation might be. There is a lack of definition.	Huntingdonshire District Council	N	<p>The intention of the PEIR was to enable stakeholders (both specialist and non-specialist) to understand the likely environmental effects of the Scheme and help to inform consultation responses. The full assessment of the likely significant landscape and visual effects of the Scheme as submitted is presented in the Environmental Statement (TR010039/APP/6.1).</p> <p>Measures to mitigate effects are identified in the individual topic chapters (TR010039/APP/6.1). Further information is also provided on the Environmental Master Plan (TR010039/APP/6.8).</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Preliminary Environmental Information Report	The PEIR is dated 23 July 2018, and so is presumably already long out-of-date if surveys are ongoing.	Sutton Parish Council	N	<p>Surveys have been ongoing since the production of the PEIR in 2018.</p> <p>The environmental impact assessment for the Scheme is presented in the Environmental Statement (TR010039/APP/6.1) and its Figures (TR010039/APP/6.2) Appendices TR010039/APP/6.3). These documents and figures include updated survey results.</p>
Preliminary Environmental Information Report	The PEIR (and the other consultation paperwork) continues to refer to the 'Nene Way Roundabout' when actually it is the 'Sutton Roundabout' as advised in the Scoping Opinion.	Sutton Parish Council	N	This comment is noted.
Preliminary Environmental Information Report	It seems bizarre that 'the significance of environmental effects is not addressed within the PEIR' (para. 1.4.1).	Sutton Parish Council	N	The intention of the PEIR was to enable stakeholders (both specialist and non-specialist) to understand the likely environmental effects of the Scheme and help to inform consultation responses. The full assessment of the likely significant effects of the Scheme as is presented in the Environmental Statement (TR010039/APP/6.1).
Preliminary Environmental Information Report	Para. 13.9.1 refers to the 'Preferred Scheme' and not the 'Proposed Scheme.' The confusion of terminology was previously commented upon in the Scoping Opinion.	Sutton Parish Council	N	Highways England has noted this comment and will consider the use of terminology in future projects.
Preliminary Environmental Information Report	Para. 14.10 is purely descriptive and provides no answers to the highlighted issues.	Sutton Parish Council	N	This comment is noted.
Traffic	With anticipated increases in traffic numbers, the exit from Wansford onto the roundabout will become virtually impossible and even more dangerous than at present.	Sutton Parish Council	N	Traffic modelling based on traffic forecasting has been used to assess the impact of the Scheme including 2040 Design Year (15 years after opening) and is summarised further in the Transport Assessment (TR10039/APP/7.3) and Section 4 of

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				the Case for the Scheme (TR10039/APP/7.1). A local area micro-simulation model has been constructed to aid the assessment of the Wansford western roundabout as well the local roads in Wansford village. The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network. The Scheme capacity improvements reduce queue length on all approach arms of the eastern roundabout. There is an increase in queuing along the A47 westbound approach arms in the AM and PM peaks. However, the queue lengths on the other approach arms stay approximately the same or decrease. In particular, queue lengths on the A1 slip road and Old North Road approach arms decrease to minimal levels in the PM peak.
Utilities	Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at previously agreed locations. The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required. The type of raft shall be agreed with National Grid prior to installation.	National Grid	N	Discussions are ongoing with National Grid. The Draft DCO, Schedule 9 Part 1 (TR010039/APP/3.1) includes draft Protective Provisions for the Protection of Electricity, Gas, Water and Sewerage Undertakers. This includes approvals that the Principal Contractor will have to secure prior to works commencing.
Utilities	If any changes in ground levels are proposed either beneath or in close proximity to our few existing overhead lines then this would serve to reduce the safety clearances for such overhead lines. Safe clearances for existing overhead lines must be maintained in all circumstances. Ground levels above our cables must not be altered in any way. Any alterations to the depth of our cables	National Grid	N	National Grid safety clearances have been considered in the Scheme design as included in the DCO application. Highways England and the Principal Contractor will continue to consult with National Grid during the detailed design of the Scheme.

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	will subsequently alter the rating of the circuit and can compromise the reliability, efficiency and safety of our electricity network and requires consultation with National Grid prior to any such changes in both level and construction being implemented.			
Utilities	I refer to your letter dated 14th September 2018 regarding the Proposed Development. Due to the close proximity of some of our assets, NGET and NGG wish to express their interest in further consultation while the impact on our assets is still being assessed.	National Grid	N	Since the 2018 statutory consultation Highways England have continued to consult with National Grid (see Annex M to the Consultation Report (TR010039/APP/5.2) and will continue to do so during the detailed design of the Scheme.
Utilities	Where the Promoter intends to acquire land, extinguish rights, or interfere with any of NGET's & NGG's apparatus, both will require appropriate protection and further discussion on the impact to its apparatus and rights.	National Grid	N	Since the 2018 statutory consultation Highways England have continued to consult with National Grid (see Annex M to the Consultation Report (TR010039/APP/5.2) and will continue to do so during the detailed design of the Scheme. The Draft DCO, Schedule 9 Part 1 (TR010039/APP/3.1) includes draft Protective Provisions for the Protection of Electricity, Gas, Water and Sewerage Undertakers. Negotiations are ongoing with National Grid to reach agreement of the Protected Provisions.
Utilities	National Grid Electricity Transmission high voltage underground cables are protected by a Deed of Grant; Easement; Wayleave Agreement or the provisions of the New Roads and Street Works Act. These provisions provide National Grid full right of access to retain, maintain, repair and inspect our assets. Hence we require that no permanent / temporary structures are to be built over our cables or within the easement strip. Any such proposals should be discussed and agreed with National Grid prior to any works taking place.	National Grid	N	The Draft DCO, Schedule 9 Part 1 (TR010039/APP/3.1) includes draft Protective Provisions for the Protection of Electricity, Gas, Water and Sewerage Undertakers. Negotiations are ongoing with National Grid to reach agreement of the Protected Provisions.
Utilities	If a landscaping scheme is proposed as part of the	National Grid	N	Landscape proposals are shown on the

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	proposal, we request that only slow and low growing species of trees and shrubs are planted beneath and adjacent to the existing overhead line to reduce the risk of growth to a height which compromises statutory safety clearances.			Environmental Masterplan (TR010039/APP/6.8) including indicative species mixes.
Utilities	The order boundary is immediately adjacent to Tower 4VK260 and we are keen to understand the nature of any proposals for works and rights/land acquisition that may affect the apparatus and our associated rights.	National Grid	N	Since the 2018 statutory consultation Highways England have continued to consult with National Grid (see Annex M to the Consultation Report (TR010039/APP/5.2) and will continue to do so during the detailed design of the Scheme.
Utilities	Drilling or excavation works should not be undertaken if they have the potential to disturb or adversely affect the foundations or 'pillars of support' of any existing tower. These foundations always extend beyond the base area of the existing tower and foundation.	National Grid	N	This comment has been noted and considered in the Scheme design as submitted in the DCO application.
Utilities	National Grid Gas has a high pressure gas transmission pipeline located within or in close proximity to the proposed order limits. The transmission pipeline forms an essential part of the gas transmission network in England, Wales and Scotland: Feeder Main 9 (Peterborough to Whitwell).	National Grid	N	This comment has been noted and considered in the Scheme design as submitted in the DCO application.
Utilities	National Grid's Overhead Line/s is protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect our asset. Statutory electrical safety clearances must be maintained at all times. Any proposed buildings must not be closer than 5.3m to the lowest conductor. National Grid recommends that no permanent structures are built directly beneath overhead lines. These distances are set out in EN 43 - 8 Technical Specification for 'overhead line clearances Issue 3 (2004). If any changes in ground levels are proposed either beneath or in close	National Grid	N	No buildings are proposed within 5.3m of the lowest conductor as part of the Scheme. No permanent structure is proposed directly beneath overhead lines. The Draft DCO, Schedule 9 Part 1 (TR010039/APP/3.1) includes draft Protective Provisions for the Protection of Electricity, Gas, Water and Sewerage Undertakers. These include approvals that the Principal Contractor will have to secure prior to works commencing. Negotiations are continuing to agree the content of these PPs.

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	proximity to our existing overhead lines then this would serve to reduce the safety clearances for such overhead lines. Safe clearances for existing overhead lines must be maintained in all circumstances. The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's (www.hse.gov.uk) Guidance Note GS 6 'Avoidance of Danger from Overhead Electric Lines' and all relevant site staff should make sure that they are both aware of and understand this guidance. Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any of our high voltage conductors when those conductors are under their worse conditions of maximum 'sag' and 'swing' and overhead line profile (maximum 'sag' and 'swing') drawings should be obtained.			
Utilities	National Grid has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings, or structures, change to existing ground levels, storage of materials etc.	National Grid	N	This comment has been noted.
Utilities	Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at previously agreed locations. The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required. The type of raft shall be agreed with National Grid prior to installation. No protective measures including the installation of concrete slab protection shall be installed over or near to the National Grid pipeline without the prior permission of	National Grid	N	Since the 2018 statutory consultation Highways England have continued to consult with National Grid (see Annex M to the Consultation Report (TR010039/APP/5.2) and will continue to do so during the detailed design of the Scheme. The Draft DCO, Schedule 9 Part 1 (TR010039/APP/3.1) includes draft Protective Provisions for the Protection of Electricity, Gas, Water and Sewerage Undertakers'. This includes approvals that the Principal Contractor will have to secure prior to works commencing. Negotiations are continuing to agree the content of

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	National Grid. National Grid will need to agree the material, the dimensions and method of installation of the proposed protective measure. The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to National Grid. Please be aware that written permission is required before any works commence within the National Grid easement strip. A National Grid representative shall monitor any works within close proximity to the pipeline to comply with National Grid specification T/SP/SSW22.			these PPs.
Utilities	National Grid will also need to ensure that our pipelines access is maintained during and after construction. Our pipelines are normally buried to a depth cover of 1.1 metres however; actual depth and position must be confirmed on site by trial hole investigation under the supervision of a National Grid representative. Ground cover above our pipelines should not be reduced or increased. If any excavations are planned within 3 metres of National Grid High Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a National Grid representative. A safe working method agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline. Excavation works may take place unsupervised no closer than 3 metres from the pipeline once the actual depth and position has been confirmed on site under the supervision of a National Grid representative. Similarly, excavation with hand held power tools is	National Grid	N	Since the 2018 statutory consultation Highways England have continued to consult with National Grid (see Annex M to the Consultation Report (TR010039/APP/5.2) and will continue to do so during the detailed design of the Scheme. The Draft DCO, Schedule 9 Part 1 (TR010039/APP/3.1) includes draft Protective Provisions for the Protection of Electricity, Gas, Water and Sewerage Undertakers. This includes approvals that the Principal Contractor will have to secure prior to works commencing. Negotiations are continuing to agree the content of these.

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	not permitted within 1.5 metres from our apparatus and the work is undertaken with NG supervision and guidance			
Utilities	HSE has reviewed the updated scheme and one major accident hazard pipeline remains within the 'Proposed DCO Redline boundary with the permanent and temporary land take': HSE ref 7470; 9 feeder Peterborough comp / Huntingdon operated by national grid	Health and Safety Executive	N	This comment has been noted and considered in the Scheme design as submitted in the DCO application.
Utilities	We have received your letter regarding the work on the A47 which will potentially affect our equipment. Could we arrange to meet a representative on site to go through your plans and highlight what equipment is going to be affected. You will need to request for any equipment that will be affected to be diverted.	Western Power Distribution	N	Since the 2018 statutory consultation Highways England have continued to consult with WPD (see Annex M to the Consultation Report (TR010039/APP/5.2) and will continue to do so during the detailed design of the Scheme.
Utilities	WPD require that Highways England include in their Development Consent Order protective provisions for the benefit of WPD that are satisfactory to WPD in order to protect its undertaking. WPD has recently made representations on another Highways England Scheme, the A30 Chiverton to Carland Cross Scheme Development Consent Order and noted that the protective provisions provided for the benefit of electricity undertakers in that Order are not acceptable to WPD. We would therefore encourage you to take account of WPD's position on that scheme and review the terms of any protective provisions that are intended to be inserted in to the draft DCO.	Western Power Distribution (South West)	N	Since the 2018 statutory consultation Highways England have continued to consult with WPD (see Annex M to the Consultation Report (TR010039/APP/5.2) and will continue to do so during the detailed design of the Scheme. The Draft DCO, Schedule 9 Part 1 (TR010039/APP/3.1) includes draft Protective Provisions for the Protection of Electricity, Gas, Water and Sewerage Undertakers. Negotiations are continuing to agree the content of these PPs.
Utilities	Ensuring that Highways England provide land rights for the required diversions. In particular ensuring that WPD are not responsible for acquiring third party land rights to facilitate the project, whether by agreement or through use of its powers under the	Western Power Distribution (South West)	N	Since the 2018 statutory consultation Highways England have continued to consult with WPD and will continue to do so during the detailed design of the Scheme. The areas required for utility diversions have formed part of these discussions.

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>Electricity Act 1989.</p> <ul style="list-style-type: none"> - Ensuring that the cost of any diversions are cost neutral to WPD. WPD will not accept any liability for the cost of the project through perceived betterment. - Providing that WPD do not inherit any project risk, namely that WPD cannot be held liable for the delay to the project through any delay to divert its assets nor be placed under any obligation to do so within a particular timescale. <p>WPD will also seek a suitable side agreement to ensure Highways England provide security for any costs, losses or expensed suffered by WPD as a result of the project.</p>			<p>Highways England are seeking all the necessary land through the DCO.</p> <p>The reference to a side agreement is noted but this is outwith the scope of the DCO.</p>
Utilities	<p>It is considered that protective provisions specifically for the benefit of Anglian Water should be included as part of the wording of the Draft DCO. These protective provisions are in addition to that for utility companies as set out in the model provisions for DCO applications. Appendix 1 of this letter outlines the recommended wording for inclusion in the Draft DCO.</p>	Anglian Water	N	<p>Protective provisions for the protection of electricity, gas, water and sewage undertakers have been included in the Draft DCO Schedule 9 Part 1 (TR010039/APP/3.1).</p> <p>Negotiations are continuing to agree the content of these PPs.</p>
Utilities	<p>In the situation, where in exercise of the powers conferred by the Order, the Company acquires any interest in any land in which Apparatus is placed and such apparatus is to be relocated, extended, removed or altered in any way, no alteration or extension shall take place until Anglian Water has established to its reasonable satisfaction, contingency arrangements in order to conduct its functions for the duration of the works to relocate, extend, remove or alter the apparatus.</p>	Anglian Water	N	<p>Protective provisions for the protection of electricity, gas, water and sewage undertakers have been included in the Draft DCO Schedule 9 Part 1 (TR010039/APP/3.1).</p> <p>Negotiations are continuing to agree the content of these PPs.</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Utilities	If in consequence of the exercise of the powers conferred by the Order the access to any apparatus is materially obstructed the Company shall provide such alternative means of access to such apparatus as will enable Anglian Water to maintain or use the apparatus no less effectively than was possible before such obstruction.	Anglian Water	N	Protective provisions for the protection of electricity, gas, water and sewage undertakers have been included in the Draft DCO Schedule 9 Part 1 (TR010039/APP/3.1). Negotiations are continuing to agree the content of these PPs.
Utilities	If in consequence of the exercise of the powers conferred by the Order, previously unmapped sewers, lateral drains or other apparatus are identified by the company, notification of the location of such assets will immediately be given to Anglian Water and afforded the same protection of other Anglian Water assets.	Anglian Water	N	Protective provisions for the protection of electricity, gas, water and sewage undertakers have been included in the Draft DCO Schedule 9 Part 1 (TR010039/APP/3.1). Negotiations are continuing to agree the content of these PPs.
Utilities	If for any reason or in consequence of the construction of any of the works, any damage is caused to any apparatus (other than apparatus the repair of which is not reasonably necessary in view of its intended removal for the purposes of those works) or property of Anglian Water, or there is any interruption in any service provided, or in the supply of any goods, by Anglian Water, the Company shall: (a) bear and pay the cost reasonably incurred by Anglian Water in making good any damage or restoring the supply; and (b) make reasonable compensation to Anglian Water for any other expenses, loss, damages, penalty or costs incurred by Anglian Water by reason or in consequence of any such damage or interruption.	Anglian Water	N	Protective provisions for the protection of electricity, gas, water and sewage undertakers have been included in the Draft DCO Schedule 9 Part 1 (TR010039/APP/3.1). Negotiations are continuing to agree the content of these PPs.
Utilities	Regardless of any provision in this Order or anything shown on any plan, the Company must not acquire any apparatus otherwise than by agreement, and	Anglian Water	N	Protective provisions for the protection of electricity, gas, water and sewage undertakers have been included in the Draft DCO Schedule 9 Part 1

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	before extinguishing any existing rights for Anglian Water. to use, keep, inspect, renew and maintain its apparatus in the Order land, the Company shall, with the agreement of Anglian Water, create a new right to use, keep, inspect, renew and maintain the apparatus that is reasonably convenient for Anglian Water such agreement not to be unreasonably withheld or delayed, and to be subject to arbitration under article 59.			(TR010039/APP/3.1). Negotiations are continuing to agree the content of these PPs.
Utilities	There are existing water mains and a rising main (pressurised sewer) in Anglian Water's ownership located within the proposed scheme boundary including within the vicinity of western and eastern junctions illustrated in the Statutory Consultation Brochure. There is also existing water pumping station in Anglian Water's ownership and associated intake which is located outside of the scheme boundary. In relation to the water pumping station, we would expect measures to be put in place to ensure no interference or pollution of the river. There is also a need to ensure that we can continue to access the existing pumping station both during and after construction.	Anglian Water	N	Since the 2018 statutory consultation Highways England have continued to consult with Anglian Water (see Annex M to the Consultation Report (TR010039/APP/5.2) and will continue to do so during the detailed design of the Scheme. The discussions have including the operation of Anglian Water assets during construction and once the new A47 becomes operational.
Utilities	Reference is made to a Construction Environmental Management Plan including further details of the mitigation to prevent pollution to the water environment. We would wish regard to be had ensuring that pollution and interference of the River Nene is prevented so that we can continue to serve our customers.	Anglian Water	N	An Environmental Management Plan (TR010039/APP/7.5) has been submitted as part of the DCO application. The EMP is secured by Requirement 4 of the Draft DCO (TR010039/APP/3.1)
Utilities	We would ask that the Flood Risk Assessment consider the risk of flooding from all sources including sewer flooding (where relevant).	Anglian Water	N	The Flood Risk Assessment is presented in Environmental Statement Appendix 13.1 (TR010039/APP/6.3). This considers the risk of

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				flooding from sewer or water supply infrastructure failure (Section 4.5)
Utilities	Anglian Water is not aware of any water supply or wastewater requirements made upon them for the above project as part of construction or the operational phase. Should a water supply or wastewater service be required and once agreement has been reached, there are a number of applications required to deliver the necessary infrastructure as outlined in the Water Industry Act.	Anglian Water	N	This comment has been noted
Utilities	The Company shall not interfere with, build over or near to any Apparatus within the Order Land or execute the placing, installation, bedding, packing, removal, connection or disconnection of any apparatus, or execute any filling around the apparatus (where the apparatus is laid in a trench) within the standard protection strips which are the strips of land falling the following distances to either side of the medial line of any relevant pipe or apparatus;2.25metres where the diameter of the pipe is less than 150 millimetres,3 metres where the diameter of the pipe is between 150 and 450 millimetres,4.5 metres where the diameter of the pipe is between 450 and 750 millimetres and 6 metres where the diameter of the pipe exceeds 750 millimetres unless otherwise agreed in writing with Anglian Water, such agreement not to be unreasonably withheld or delayed, and such provision being brought to the attention of any agent or contractor responsible for carrying out any work on behalf of the Company.	Anglian Water	N	Since the 2018 statutory consultation Highways England have continued to consult with Anglian Water (see Annex M to the Consultation Report (TR010039/APP/5.2) and will continue to do so during the detailed design of the Scheme. Protective provisions for the protection of electricity, gas, water and sewage undertakers have been included in the Draft DCO Schedule 9 Part 1 (TR010039/APP/3.1). Negotiations are continuing to agree the content of these PPs.
Utilities	We attended an initial Environmental Liaison Group meeting with Highways England's appointed consultants in June 2018 in relation to the above	Anglian Water	Y	Since the 2018 statutory consultation Highways England have continued to consult with Anglian Water (see Annex M to the Consultation Report

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	project. At this meeting we had requested specific discussions with Highways England regarding the implications of the above project for Anglian Water's existing water and water recycling infrastructure. To date we have not had further meeting(s) with Highways England in relation to this issue. We would welcome further discussions with Highways England on this matter prior to the submission of the DCO application.			(TR010039/APP/5.2) and will continue to do so during the detailed design of the Scheme.
Walking, Cycling and Horse Riding	It should not be assumed however that this link is sufficient to accommodate south-north movement by WCHR as it only serves a private site not linked through to public highways	Sutton Parish Council	N	A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1). A new underbridge at the Sacrewell Farm access and the proposed underpass at the disused railway line would facilitate safe north to south movements across the new A47 alignment for users including walkers, cyclists and horse riders. In addition, to facilitate safe north to south crossings of the new A47 by pedestrians and cyclists, a new connection will be provided along the disused railway between the proposed shared footway and cycleway on the south side of the A47 and Sutton Heath Road.
Walking, Cycling and Horse Riding	Whilst we support the proposed east -west cycleway running parallel with a new road, it is very noticeable that you are only asking about the acceptability of east-west connections, not general provision including north- south. The latter are non-existent and therefore unacceptable.	Sutton Parish Council	N	A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1). Connections for walkers and cyclists, north south will be provided via an underpass at the disused

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				railway line. This will allow a connection between the proposed footway/cycleway on the southern side of the new A47 alignment and the section of Sutton Heath Road which will become a cul-de-sac as a result of the Scheme.
Walking, Cycling and Horse Riding	The existing hedge-lined bridleway to the eastward (Sutton Crossways) would be too narrow to accommodate all WCHRs together.	Sutton Parish Council	N	The Walking, Cycling and Horse-Riding (WCH) strategy has been changed as a result of the North alignment change. There is no longer a connection shown to the existing bridleway to the east of Sutton.
Walking, Cycling and Horse Riding	We consider that the existing A47 should be used for WCHRs and local traffic, with both new carriageways and any link road to the north.	Sutton Parish Council	N	<p>A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).</p> <p>Parts of the existing A47 will be available for use for walking, cycling and horse riding and local traffic where possible and appropriate.</p>
Walking, Cycling and Horse Riding	The Proposed Route fails to make provision for the south-north movement of walkers, cyclists or horse riders (WCHR).	Sutton Parish Council	N	<p>Connections for walkers and cyclists, north south will be provided via an underpass at the disused railway line. This will allow a connection between the proposed footway/cycleway on the southern side of the new A47 alignment and the section of Sutton Heath Road which will become a cul-de-sac as a result of the Scheme.</p> <p>A Walking, Cycling and Horse-Riding Assessment has been undertaken and further design, mitigation and enhancement measures is summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9)</p>

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				(TR010039/APP/6.1).
Walking, Cycling and Horse Riding	The Proposed Route fails to make provision for the south-north movement of walkers, cyclists or horse riders (WCHR).	Sutton Parish Council	N	<p>Connections for walkers and cyclists, north south will be provided via an underpass at the disused railway line. This will allow a connection between the proposed footway/cycleway on the southern side of the new A47 alignment and the section of Sutton Heath Road which will become a cul-de-sac as a result of the Scheme.</p> <p>A Walking, Cycling and Horse-Riding Assessment has been undertaken and further design, mitigation and enhancement measures is summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).</p>
Walking, Cycling and Horse Riding	The idea of bringing WCHRs though Sutton as this map appears to suggest is also very dangerous - both the left turn from Nene Way into The Drift and the right turn from Manor Road into Nene Way are effectively blind corners. Further, the existing hedge-lined bridleway to the eastward (Sutton Crossways) would be too narrow to accommodate all WCHRs together.	Sutton Parish Council	Y	<p>Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>This realignment has resulted in a new location for the roundabout to the west (the Sutton Heath roundabout) and the existing Nene Way roundabout will be removed.</p> <p>Cyclists can continue on the shared footway/cycleway that is to be provided on the old alignment of the A47, that would be closed to traffic. They do not have to go through Sutton.</p>
Walking, Cycling and Horse Riding	The LHA want good access for Non-Motorised User's (NMU) in addition to vehicles in the underpass. The access should remain open as a public right of way footpath, known as Hereward Way, but may be gated	Peterborough City Council	N	A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	for motor vehicles			Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	Do not want Sutton village to become a constant through flow of cyclists. The best route for them would be on the old A47 which would be a local road.	Stibbington Parish Council	Y	This is no longer an issue – the main WCH route is no longer through Sutton in the submitted version of the Scheme. Cyclists can continue on the shared footway/cycleway that is to be provided on the old alignment of the A47, that would be closed to traffic. They do not have to go through Sutton.
Walking, Cycling and Horse Riding	We note that during the construction phase there will be some impacts on a limited number of permissive and public rights of way. We welcome the proposal under 12.9.7 to provide 'new and improved facilities for walkers, cyclists and horse rides' as part of the scheme.	Natural England	N	The assessment of potential impacts of construction of the Scheme on permissive and public rights of way is provided in Environmental Statement Chapter 12 Population and Human Health (TR010039/APP/6.1) together with a description of the new routes and connections that are being provided as part of the Scheme.
Walking, Cycling and Horse Riding	Further details and discussions are required on the proposed walking, cycling and horse riding facilities.	Peterborough City Council	N	Details on the proposed walking, cycling and horse riding facilities are provided in Environmental Statement Chapter 12 Population and Human Health (TR010039/APP/6.1). Since 2018 discussions have continued with Peterborough City Council (see Annex M to the Consultation Report (TR010039/APP/5.2)).
Walking, Cycling and Horse Riding	Shared use footway / cycleway - needs to be a good / appropriate surface with minimum 3m width. Winter gritting to be considered.	Peterborough City Council	N	This comment has been noted. The shared use footway / cycleway proposed is a minimum 3m in width.
Walking, Cycling and Horse Riding	The condition of the existing pedestrian subway of the A47 west of the A1 will require reviewing and upgrading to current standards (e.g. lighting, drainage). Sustainable drainage will need to be designed and implement.	Peterborough City Council	N	This is outside the scope of the Scheme.
Walking, Cycling and Horse Riding	An east-west route which passes under the A1 is not fully accessible to all non-motorised users (NMTU) users due to a 15% gradient immediately west of the	Peterborough City Council	N	This is outside the scope of the Scheme.

Topic area	Consultation response	Prescribed consultee (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	A1. This gradient should be reduced, or an alternative route be provided over or under the A1.			
Walking, Cycling and Horse Riding	We would seek an additional underpass utilising the old railway line near Sutton Heath Rd to create a safe crossing of the A47 for NMUs.	Peterborough City Council	Y	A new connection will be provided along the disused railway between the proposed shared footway and cycleway on the south side of the A47 and Sutton Heath Road.
Walking, Cycling and Horse Riding	Para. 12.8.2 refers to 'this early stage of design,' a puzzling reference when the preferred route was selected some 18 months ago and WCHR needs are required to be at the heart of all considerations.	Sutton Parish Council	N	The 'early stage of the design' refers to the entire design process undertaken by Highways England up to submission stage. Detailed design is completed post grant of a DCO.

2.2 Statutory consultation under section 42(1)(d) and section 44 of the Planning Act 2008

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Compensation	Our concern is that with [Editor's note: personal details removed] in a Care Home we were going to put the property up for sale and this is now going to delay matters much longer. It may be necessary that we have to apply to Peterborough City Council for funding until she can 'self fund'. This is going to involve interest @ 6%. And we will expect to claim this from yourselves. Do you intend to make a Compulsory Purchase order or is the land needed on Temporary basis?	100913	N	This property has now been purchased by Highways England.
Compensation	In addition, the value of our properties will be adversely affected and we retain the right to seek compensation.	100695	N	This property is outwith the Scheme boundary to the west of the A1. As stated in the Book of Reference (TR010039/APP/4.1), the Applicant has carried out diligent inquiry, as set out in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (APFP Regulations) and the 'Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land' (DCLG, September 2013) (CA Guidance), to identify all persons with an interest in the Land (the land shown on the Land Plans (TR010039/APP/2.2)) and persons with a potential claim for compensation as a result of the Scheme. These persons have been consulted pursuant to section 42 of the 2008 Act.
Compensation	During the A14 Inquiry it was confirmed by the Planning Inspectorate that Highways England is to provide the claimants with the option to purchase land utilised for ecological, environmental or flood mitigation measures post construction. The value is to be at market value and subject to covenants for	100907	N	This comment has been noted and will be considered by Highways England.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	future maintenance. The Charity requires that this opportunity is similarly offered to claimants on the A47. This is to protect the Charity's former ownership that may have been subject to a GVD from being acquired by an unrelated third party that may have a detrimental impact on the Charity.			
Congestion	At the consultation (name redacted) told me there was a predicted increase in traffic volumes in the morning heading South off the A1 into Peterborough. He then said there was no predicted increase in return traffic in the evening. This seems unlikely as everyone will need to get home?!	101035	N	<p>Overall, there is expected to be an increase in traffic throughout the network across the wider area. This traffic growth is derived from the modelling approach summarised in the Transport Assessment (TR10039/APP/7.3).</p> <p>Analysis of the modelling across the A47 mainline indicates that the section is operating over the threshold 85% capacity in 2025 in the AM peak in the eastbound direction and the PM peak in the westbound direction without the Scheme. The results of the modelling assessment show that the Scheme improves the overall operation of the network as well as improving A47 peak hour journey times (approximately 17% - 22% depended on direction and scenario in the AM peak).</p>
Congestion	Impact on levels of traffic on Old North Road, in particular heavy goods vehicles.	101033	N	<p>Traffic modelling based on traffic forecasting has been used to assess the impact of the Scheme including 2040 Design Year (15 years after opening) and is summarised further in the Transport Assessment (TR10039/APP/7.3) and Section 4 of the Case for the Scheme (TR10039/APP/7.1). A local area micro-simulation model has been constructed to aid the assessment of the Wansford western roundabout as well the local roads in Wansford village. The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network. The Scheme capacity improvements reduce queue length on all approach arms of the eastern</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				roundabout. There is an increase in queuing along the A47 westbound approach arms in the AM and PM peaks. However, the queue lengths on the other approach arms stay approximately the same or decrease. In particular, queue lengths on the A1 slip road and Old North Road approach arms decrease to minimal levels in the PM peak.
Congestion	The impact on traffic levels through Wansford. We feel that this has not been addressed.	101033	N	A local area micro-simulation model has been constructed to aid the assessment of the Wansford western roundabout as well the local roads in Wansford village. The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network.
Congestion	Highways England has no idea of how the A47 will function while this ludicrous scheme is being built. I need to travel on this section of road 30-40 times a day during harvest time, the delays will be horrendous.	100568	N	A Traffic Management Plan will be put in place to ensure that delays and disruption during construction are kept to a minimum. The Environmental Management Plan (TR010037/APP/7.5) details key construction and operation mitigation which will be put in place by the principal contractor during construction of the Scheme.
Congestion	Concerns that HGVs will use the link road for overnight stops.	100995	N	There are existing lay-bys at both ends of the Scheme that can be used by lorries. In the latest design, The Drift (at Sutton) will be closed to vehicles and used as route for cyclists and pedestrians as part of the walking, cycling and horse riding strategy for the Scheme (see the Transport Assessment (TR010039/APP/7.3
Congestion	I am concerned with the lack of planning for what happens at the westernmost end of the current scheme, most particularly access on to the roundabout from Old North Road and traffic management for the end of the extended stretch of dual carriageway west of this roundabout.	100802	N	Traffic modelling based on traffic forecasting has been used to assess the impact of the Scheme including 2040 Design Year (15 years after opening) and is summarised further in the Transport Assessment (TR10039/APP/7.3) and Section 4 of the Case for the Scheme (TR10039/APP/7.1). A local area micro-simulation model has been

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>constructed to aid the assessment of the Wansford western roundabout as well the local roads in Wansford village. The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network. Traffic modelling has been updated and is included in the Transport Assessment (TR010039/APP/7.3)).</p> <p>The Scheme will reduce queue length on all approach arms of the eastern roundabout. There is an increase in queuing along the A47 westbound approach arms in the AM and PM peaks. However, the queue lengths on the other approach arms stay approximately the same or decrease. In particular, queue lengths on the A1 slip road and Old North Road approach arms decrease to minimal levels in the PM peak.</p> <p>Improvements to the west of the A1 are outside of the project scope.</p> <p>The Scheme is designed to generate a reduction in accidents by upgrading the A47 to dual carriageway. The Scheme will also generate road safety benefits from the new A1 eastbound off-bound slip, which reduces the interactions between the A47 and the A1 at the eastern roundabout. Furthermore, the Scheme removes the A47 mainline intersections with Sacrewell Farm Road. The removal of these intersections improves road safety by reducing the number of conflicting movements on the A1\A47 eastern roundabout and across the A47 corridor (see Transport Assessment (TR010039/APP/7.3)).</p>
Congestion	Traffic usage of this will be mainly morning commuters they will return in the evening making the	100994	N	The results of the modelling assessment in Transport Assessment (TR010039/APP/7.3) show

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	Western Wansford roundabout not fit for purpose.			<p>that the Scheme improves the overall operation of the network as well as improving A47 peak hour journey times.</p> <p>The Wansford western roundabout is beyond the scope of the Scheme.</p>
Congestion	The proposed Wansford West roundabout is wholly inadequate to cope with the volume of traffic approaching from A47 East and West and the Old North Road Wansford will become 'gridlocked'.	100953	N	<p>Traffic modelling based on traffic forecasting has been used to assess the queue lengths the Old North Road approach arms queue length decreases to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p> <p>The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>Improvements to the west of the A1 are outside of the project scope.</p>
Congestion	Traffic wish to join the A47 from Old North Road, Wansford will face long delays particularly if wishing to go to the east.	100636	N	<p>With regards to exiting Wansford via Old North Road, forecasting has been used to assess the queue lengths when the Scheme is in place.</p> <p>The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Congestion	The predicted increase in traffic in an east to west direction will put added pressure on the roundabout especially at peak times so increasing the congestion in a west to east direction.	383	N	<p>The Scheme will also generate benefits from the new A1 eastbound off-bound slip, which reduces the interactions between the A47 and the A1 at the eastern roundabout.</p> <p>There will be a reduction in congestion on the A47 eastbound and Old North Road approach arms, however the three minute delay will still remain on the A47 eastbound approach arm in the AM peak. Therefore, although the Scheme decreases delays at the roundabout slightly, it is acknowledged that there is an existing congestion issue at Wansford western roundabout.</p> <p>With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Congestion	Concerned about added congestion at the roundabout by making it 2 lanes, could cause added congestion trying to get out of Wansford and higher pollution levels from waiting traffic.	100876	N	<p>With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Congestion	Also if there is an accident on the A1, causing traffic to be diverted through the village it will cause extra congestion as this road is used as a rat run!	100876	N	<p>Traffic modelling analysis shows that, in terms of daily traffic there is a slight decrease in traffic through the Wansford Village in the future year scenarios when compared to the existing situation. Overall a large proportion of the traffic growth will come from the wider area rather than Wansford village, this will create an increase in traffic on the strategic A1 and A47 roads and therefore reduce the available capacity for through traffic side road movements at intersecting junctions.</p> <p>Since the introduction of the 20mph speed limit zone the analysis of the observed traffic data shows that there is a slight reduction in traffic during the peak hours although the Inter Peak 13:00 to 14:00) remains the same.</p> <p>The combination of these factors reduces the attractiveness of Old North Road, as well as other roads in Wansford village, for daily through traffic movements.</p> <p>It is therefore considered that the Scheme will not cause an overall increase in daily rat-running through Wansford Village compared with the existing situation, although there will be an increase in through traffic during the AM peak hour. See the Transport Assessment (TR010039/APP/7.3).</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Congestion	Concern when traffic is diverted off Northern Route due to accidents and impact on Wansford Bridge.	100877	N	A local area micro-simulation model has been constructed to aid the assessment of the Wansford western roundabout as well the local roads in Wansford village. The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network. The traffic modelling cannot account for divisions.
Congestion	We consider that the arrangement will serve to reduce the opportunities arising for traffic to exit from the Old North Road, thereby increasing congestion for local village residents.	403	N	<p>With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Congestion	The proposed dualling of the A47 to the Western Roundabout will severely impact the Northbound exit from Old North Road Wansford.	100953	N	<p>The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>Traffic modelling based on traffic forecasting has been used to assess the queue lengths the Old North Road approach arm queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Consultation	The consultations were very one sided, lacked	250	N	The consultations were intended to be informative.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	showing prior and proposed views and changes showing the actual impact on our surroundings.			The questions are not intended to gauge a certain reply and are intended to be fair. The questionnaire provided for feedback at the statutory consultation included text boxes where free text comments could be written to allow additional comments.
Consultation	As Highways England have already made their mind up, why are you still pretending that we have a choice. I wanted the Northern Route from Day One and have been ignored.	100873	Y	<p>A Scheme fully to the north is not possible due to the scheduled monument, however, since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received.</p> <p>As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p> <p>This alternate design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton.</p>
Consultation	How can it be a consultation process when advice, comments, input and knowledge was not sought from the area local to the scheme but rather from a wider, disunited, unconnected range of 'uninterested' parties such as Norwich Airport, and without them being fully briefed, by you of all the Cons, not just the Pros.	100995	N	Interested parties, including local people within the consultation zone, have been fully consulted throughout the development of the Scheme, as summarised in the Consultation Report (TR010039/APP/7.1). Highways England have a statutory duty to consult other parties such as airports and military bases. Details of consultation with prescribed statutory consultees is summarised in Consultation Report Annex K (TR010039/APP/7.1).

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Consultation	We have had a significant amount of feedback as to the misleading nature of the consultation documents and more concerning the unwillingness of staff at the events to disclose the Cons of the proposal to the point that some of the statements made to the public were absolutely incorrect.	100994	N	Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008). The team at the consultation events are from a variety of departments across the Highways England team and are experienced in their field and in the Scheme.
Consultation	We understand this is preliminary however, we feel the report so far understates the quality, quantity and diversity in the project DCO. We have little confidence that this will reflect the true picture as it will enhance the logic for the Northern alignment.	100994	N	A scheme fully to the north is not possible due to the scheduled monument, however, since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton .
Consultation	Your information details came whilst we were on holiday in Italy hence the delay in getting in touch. We have read the Consultation and Response forms and would like to discuss matters with you. Can we arrange a meeting? I would like a discussion before completing the Response form please. You can reply to this e-mail or call me on [Editor's note: personal details removed].	100913	N	This property has since been purchased by Highways England.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Consultation	I was assured, at the Sacrewell Farm consultation, that my property will not be affected, but written confirmation of this would be appreciated.	100695	N	<p>This property is outwith the Scheme boundary to the west of the A1.</p> <p>As stated in the Book of Reference (TR010039/APP/4.1), the Applicant has carried out diligent inquiry, as set out in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (APFP Regulations) and the 'Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land' (DCLG, September 2013) (CA Guidance), to identify all persons with an interest in the Land (the land shown on the Land Plans (TR010039/APP/2.2)) and persons with a potential claim for compensation as a result of the Scheme.</p>
Consultation	There is no evidence (only verbal) that there has been a true discussion with Historic England authorities.	100802	N	<p>Consultation with prescribed statutory consultees is provided in Annex N of the consultation Report and discussions with Historic England are summarised in the Environmental Statement Chapter 6 (TR010039/APP/6.1).</p> <p>Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument.</p>
Consultation	To date, 22 October (Editor's note: 2018), no one has contacted me or made me aware of any ongoing visits which just leads me to the confirmation that highways England really don't care. This makes me sad as I felt that at the public consultation we were being heard	100782	N	<p>Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008).</p> <p>The consultations were intended to be informative and not one sided. The questions are not intended to gauge a certain reply and are intended to be fair. As a result of feedback from the Statutory Consultation, the alignment of the Scheme has been moved to the north at the eastern end between Sutton Heath Road and the A47/Nene</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				junction.
Consultation	The process for choosing the route is flawed because of the 3 options two were declared not to be viable. It is scandalous that the strongly held preference of the vast majority of local residents for the northern route has been disregarded. This makes a mockery of the consultation process.	100801	Y	The proposed alignment was further developed following feedback from the 2018 statutory consultation and there is a new northern alignment in the eastern part of the Scheme.
Consultation	<p>The consultation process was flawed in that only one of the options offered was ever a true option. There was therefore no choice.</p> <p>The process has not listened to the local knowledge and insight of residents in the area.</p>	100802	N	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received.</p> <p>As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p> <p>This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton.</p>
Consultation	<p>Firstly filling this form in has been very difficult due to the ambiguity of a number of questions.</p> <p>The whole process has at best been less than transparent and at worst full of half truths and lies – starting from the SARS report. I thought we lived in a democracy but this process has so far been less than democratic</p>	383	N	Highways England will bear this comment in mind for future consultations. The questions are not intended to gauge a certain reply and are intended to be fair. The questionnaire provided for feedback at the statutory consultation included text boxes where free text comments could be written to allow additional comments.
Consultation	<p>Attended all meetings and consultations.</p> <p>Still feel that villagers wishes are being ignored. Not</p>	100873	N	Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	enough information being accessed by Highways England regarding south of the A47 compared to north of the river.			<p>the feedback received.</p> <p>As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p> <p>This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton.</p>
Consultation	As residents of Sutton, we have felt that we have been dealing with people who have been determined to press ahead with their proposals regardless of our interests. Information has been withheld and misleading statements have been made. The impression that has been given is that HE has been set on doing what is expedient rather than what is right.	418	N	<p>The consultations were intended to be informative and to seek feedback from stakeholders and interested parties.</p> <p>As a result of feedback from the statutory consultation, the alignment of the Scheme has been moved to the north at the eastern end between Sutton Heath Road and the A47/Nene junction.</p>
Consultation	Project manager was unavailable at many public consultation venues. This is unacceptable.	417	N	The team at the consultation events are from a variety of departments across the Highways England team and are experienced in their field and in the Scheme.
Consultation	HE have communicated poorly and insensitively. They have sent letters which talk about highly concerning subjects such as land ownership and compulsory purchase without a care for the distress it causes the recipient, which in the case of my road is mainly elderly people.	100885	N	<p>Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008).</p> <p>The letters are designed to be sensitive but giving the facts of the proposals.</p>
Consultation	We found out questions were rather vaguely answered. The best answers we received were	201802	N	Highways England undertakes consultation on all its major projects in line with the statutory requirements

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	regarding the pedestrian improvements and the elimination of the lay-by on the A47. With regard to the purchase of private land we felt as though we had been given the brush off and that this was not something that would be happening despite us receiving a letter to the contrary. So, in effect, we feel we have been given the brush off.			<p>(Planning Act 2008).</p> <p>As stated in the Book of Reference (TR010039/APP/4.1), the Applicant has carried out diligent inquiry, as set out in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (APFP Regulations) and the 'Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land' (DCLG, September 2013) (CA Guidance), to identify all persons with an interest in the Land (the land shown on the Land Plans (TR010039/APP/2.2)) and persons with a potential claim for compensation as a result of the Scheme.</p> <p>Highways England have fully consulted all such affected persons.</p>
Consultation materials	Response forms were withdrawn from some locations thereby making it difficult for people to respond.	417	N	<p>The Applicant made the consultation brochure, consultation response form, PEIR, PEIR NTS, options consultation report, section 47 notice and section 48 notice available to view at the following venues for the duration of the statutory consultation period between 18 September 2018 to 12 November 2018:</p> <ul style="list-style-type: none"> • Sacrewell Farm and Country Centre - Thornhaugh, Peterborough • Peterborough Central Library - Broadway, Peterborough • Haycock Hotel - Wansford, Peterborough <p>The information sent by post had contact details of the HE team who could have been contacted to request information / raise concerns, nothing was raised at the time about missing information.</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Documents, including the consultation response form, were also available on the Scheme webpage.
Consultation materials	No plans or maps available as part of the online response form also makes things difficult.	417	N	All consultation materials were available to view online on the Scheme webpage including plans and maps.
Consultation materials	The response form has been extremely confusing to some members of the public, and doing the questions online with no drawings is just poor. And Q1c and d what a shambles to pull it from the main printed documents is unsatisfactory.	413	N	Following feedback from the Community Working Group, an additional two-part question (question 1c and question 1d) relating to the alignment of the route was added to the consultation response form during the statutory consultation period. To ensure the community and stakeholders had adequate time to consider the new question and provide a response, the statutory consultation was extended by two weeks to end on 12 November 2018. All consultees were made aware of the question as summarised in part 3.8 of the Consultation Report (TR010039/APP/5.1)
Consultation materials	Also the tone of some communication has been very formal. Whilst we acknowledge that sometimes difficult messages have to be relayed, but the nature of some communication will in our opinion have caused unnecessary stress for some people.	403	N	Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008). The consultation material is designed to be sensitive but informative, giving the facts of the proposals.
Consultation materials	We appreciate that it is always going to be challenging to get a process like this just right and keep all the people happy all of the time. We do feel that on occasions we have just received too many disparate communications. Why once we have been identified as an 'Affected Property' have we received the specific AND the generic documents.	403	N	This consultee may have received specific and generic documents because they have a land interest and are also in the consultation zone. Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008).
Consultation materials	We have started the process of completing this response on-line, as it appeared to be the far easier approach, but are slightly surprised that the on-line version has not been updated to incorporate the	403	N	Following feedback from the Community Working Group, an additional two-part question (question 1c and question 1d) relating to the alignment of the route was added to the consultation response form

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	additional Question 1c that has been provided as a paper copy.			during the statutory consultation period. The letter to stakeholders provided a hard copy of the additional question, a freepost envelope and a link to the scheme consultation website (https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/) where the additional question could also be answered in an online form. To ensure the community and stakeholders had adequate time to consider the new question and provide a response, the statutory consultation was extended by two weeks to end on 12 November 2018. The letter to stakeholders provided a hard copy of the additional question, a freepost envelope and a link to the scheme consultation website (https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/) where the additional question could also be answered in an online form. All consultees were made aware of the question as summarised in part 3.8 of the Consultation Report (TR010039/APP/5.1).
Consultation materials	Its impossible to read online, and is basically incomplete or sections are being omitted for the benefit of the Planning Inspector. good luck to him if he can make head or tail of it, for example what have the Washes got to do with it.....they are East of Peterborough!!!!!!!!!!	413	N	All consultation materials were available to view online on the Scheme webpage at the time of the consultation, including plans and maps. No information was omitted.
Cost	More money wasted.	100512	N	The economic benefits of the Scheme are discussed in Section 5 of the Case for the Scheme (TR010039/APP/7.1).
Cost	Will cost a massive amount of money which could be avoided by moving road further north.	100568	Y	The economic benefits of the Scheme are discussed in Section 5 of the Case for the Scheme (TR010039/APP/7.1). Since the statutory consultation in 2018, Highways England have analysed all the responses and

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>engaged with key stakeholders to fully understand the feedback received.</p> <p>As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p> <p>This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton.</p>
Design – access	We would need occasional access for HGV class 1 or 2.	100245	N	<p>Due to the alignment of the new A47 a dedicated access is being provided to provide safe access to Sacrewell Farm. The link road to the petrol station is required to ensure traffic can safely get back onto A47.</p>
Design – access	the proposed new slip road may cause residents on our row some difficulty joining the A1.	100255	Y	<p>The Scheme has been altered since the 2018 statutory consultation. A new, safer access to the properties on the A1, north of Windgate Way, is proposed.</p> <p>Some key changes to the design include realignment of the A1 southbound to A47 eastbound slip road, removal of the bus stop and the direct access to the A1 from properties adjacent to Windgate Way for safety reasons.</p> <p>Access to the properties on Great North Road, to the north of Windgate Way would be altered by the Scheme due to the permanent severance of access</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				from Windgate Way directly onto the A1. A new access road would be provided from the properties on Windgate Way to the north along the historic route of the A1 connecting at Abbotts Cottage. The access road would improve the safety for users accessing the properties at Windgate Way. Due to the alignment of the new A47 a dedicated access is being provided to provide safe access Sacrewell Farm. The link road to the petrol station is required to ensure traffic can safely get back onto A47.
Design – access	We have grave concerns over our access to the A47 from the Old North Road on the Western roundabout.	101033	N	<p>With regards to exiting Wansford via Old North Road, forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)). Improvements to the Wansford western roundabout are outside the scope of the Scheme.</p>
Design – access	We strongly recommend closing off the Old North Road with access to A47 moving further west.	101033	N	<p>With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>Traffic modelling based on traffic forecasting has been used to assess the queue lengths the Old North Road approach arm queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p> <p>Improvements to the Wansford western roundabout are outside the scope of the Scheme.</p>
Design – access	We do believe that getting out of Old North Road will be problematic as increased traffic is going to be faster due to heavy traffic being pushed further westbound.	101032	N	<p>The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>Traffic modelling based on traffic forecasting has been used to assess the queue lengths the Old North Road approach arm queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p> <p>Signing is provided warning of the existence of the roundabout and, therefore, drivers should slow down.</p> <p>Improvements to the Wansford western roundabout are outside the scope of the Scheme.</p>
Design – access	We strongly believe that there should be no access to the A47 from the Old North Road at all, (and the Old North Road be blocked off from the roundabout) with access to the A47 coming from a point further west.	101032	N	<p>The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>Traffic modelling based on traffic forecasting has been used to assess the queue lengths the Old North Road approach arm queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p> <p>Improvements to the Wansford western roundabout are outside the scope of the Scheme.</p>
Design – access	Will this also be the access for the lorry park and existing petrol station.	100588	Y	<p>Due to the alignment of the new A47 a dedicated access is being provided to provide safe access Sacrewell Farm. The link road to the petrol station is required to ensure traffic can safely get back onto A47.</p>
Design – access	Creating a slip road in the proposed position will also make it more difficult to access the A1 from the PGRO/Riverford entrance.	100882	Y	<p>The Scheme has been altered since the 2018 statutory consultation. A new, safer access to the properties on the A1, north of Windgate Way is proposed.</p> <p>Some key changes to the design include realignment of the A1 southbound to A47 eastbound slip road, removal of the bus stop and the direct access to the A1 from properties adjacent to Windgate Way for safety reasons.</p> <p>Access to the properties on Great North Road, to the north of Windgate Way would be altered by the Scheme due to the permanent severance of access from Windgate Way directly onto the A1. A new access road would be provided from the properties on Windgate Way to the north along the historic route of the A1 connecting at Abbotts Cottage. The access road would improve the safety for users</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				accessing the properties at Windgate Way. Due to the alignment of the new A47 a dedicated access is being provided to provide safe access Sacrewell Farm. The link road to the petrol station is required to ensure traffic can safely get back onto A47. The access will include appropriate signage.
Design – access	It potentially will be a well used road (garage and Sacrewell) so rights of way must be well marked.	100882	N	Due to the alignment of the new A47 a dedicated access is being provided to provide safe access Sacrewell Farm. The link road to the petrol station is required to ensure traffic can safely get back onto A47. The access will include appropriate signage.
Design – access	We use this access. We would not wish to see this new access road used for lorry parking and other vehicles!	100882	N	<p>The Scheme has been altered since the 2018 statutory consultation. A new, safer access to the properties on the A1, north of Windgate Way is proposed.</p> <p>Some key changes to the design include realignment of the A1 southbound to A47 eastbound slip road removal of the bus stop and the direct access to the A1 from properties adjacent to Windgate Way for safety reasons.</p> <p>There are existing lay-bys both ends of the Scheme and providing more places for lorries and trucks is not within scope of Scheme.</p>
Design – access	The Scheme seeks to acquire land from the Charity and develop it in a manner that will have far reaching effects on accessibility to Sacrewell Farm and the welfare of its many different visitor groups, businesses and residents.	100907	N	Due to the alignment of the new A47 a dedicated access is being provided to provide safe access Sacrewell Farm. The link road to the petrol station is required to ensure traffic can safely get back onto A47.
Design – access	Extra lanes will increase traffic speeds and make exit from Wansford more difficult.	849	N	The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>Traffic modelling based on traffic forecasting has been used to assess the queue lengths the Old North Road approach arm queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p> <p>Signing is provided warning of the existence of the roundabout and, therefore, drivers should slow down.</p>
Design – access	I have to raise the issue concerning the access to The Old Station House, currently only accessible from the A47. How is this going to be affected?	201801	N	This property has since been purchased by Highways England.
Design – access	It would be good to be able to get access to Sacrewell Farm without having to cross the busy dual carriageway.	201802	Y	Due to the alignment of the new A47 a dedicated access is being provided to provide safe access Sacrewell Farm. The link road to the petrol station is required to ensure traffic can safely get back onto A47.
Design – alternative	The duelling is not really necessary if the west roundabout, in a westerly direction is split as right in right lane and left or ahead on the left lane, this would naturally narrow the traffic, which has to be done some 100 yards down the road anyway.	250	N	No amendments to the Wansford western roundabout are now proposed as part of the Scheme.
Design – alternative	2 nd Point, the exit up great north road onto west roundabout is already compromised, to have 2 lanes to try and cross to either go north or east is NOT acceptable, nor at lights as this does not work, maybe stopping the rat run from a more westerly entrance on the A47 into Wansford by ceasing a right turn from the A47 may be helpful in part.	250	N	<p>Traffic modelling analysis shows that, in terms of daily traffic there is a slight decrease in traffic through the Wansford Village in the future year scenarios when compared to the existing situation. Overall a large proportion of the traffic growth will come from the wider area rather than Wansford village, this will create an increase in traffic on the strategic A1 and A47 roads and therefore reduce the available capacity for through traffic side road movements at intersecting junctions.</p> <p>Since the introduction of the 20mph speed limit</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>zone the analysis of the observed traffic data shows that there is a slight reduction in traffic during the peak hours although the Inter Peak 13:00 to 14:00) remains the same.</p> <p>The combination of these factors reduces the attractiveness of Old North Road, as well as other roads in Wansford village, for daily through traffic movements.</p> <p>It is therefore considered that the scheme will not cause an overall increase in daily rat-running through Wansford Village compared with the existing situation, although there will be an increase in through traffic during the AM peak hour. See the Transport Assessment (TR010039/APP/7.3).</p>
Design – alternative	Relocate the Western roundabout to avoid increased congestion, pollution and decrease in safety.	100471	N	Improvements to the Wansford western roundabout are outside the scope of the Scheme.
Design – alternative	There must be a way to take a slightly more northerly route without affecting the scheduled monument, placing the new road immediately north of the existing road between Sutton Heath Road and the eastern end of the scheme.	101035	Y	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received.</p> <p>As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p> <p>This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the Scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				wansford-sutton .
Design – alternative	<p>The traffic collision report in the SAR did not include the Western roundabout or the A1 Northbound carriageway.</p> <p>This hides the need for junction improvements.</p> <p>I was told the decision to dual over the A1 bridge was only taken in the last few months, does this mean any surveying was limited and therefore needs re-assessment.</p>	101035	N	The Wansford western roundabout is beyond the scope of the Scheme.
Design – alternative	No consideration for traffic leaving Wansford village, made more difficult by these proposals.	101035	N	Traffic modelling based on traffic forecasting has been used to assess the impact of the Scheme including 2040 Design Year (15 years after opening) and is summarised further in the Transport Assessment (TR10039/APP/7.3) and Section 4 of the Case for the Scheme (TR10039/APP/7.1). A local area micro-simulation model has been constructed to aid the assessment of the Wansford western roundabout as well the local roads in Wansford village. The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network.
Design – alternative	No consideration for traffic joining the A1 North, an already dangerous junction before the expected increase in traffic volumes.	101035	N	Works to the Wansford western roundabout and this slip road are beyond the scope of the Scheme.
Design – alternative	<p>Why not build an underpass as at Sacrewell and do away with a roundabout. This would allow safe North/South local access for all traffic including walkers, horse riders and cyclists.</p> <p>Slip roads can be provided for East and Westbound access to A47.</p>	100995	Y	Due to the alignment of the new A47 a dedicated access is being provided to provide safe access Sacrewell Farm via an underbridge. The link road to the petrol station is required to ensure traffic can safely get back onto A47.
Design – alternative	Shoe horning on existing road will cause massive traffic delays while road being built- much simpler to	100568	N	A Construction Traffic Management Plan will be put in place to ensure that delays and disruption during

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	build complete new road.			construction are kept to a minimum. The Environmental Management Plan (TR010037/APP/7.5) details key construction and operation mitigation which will be put in place by the principal contractor during construction of the Scheme.
Design – alternative	The population's recommended route goes between the 'historic sites' and the land is already owned by the Authority. It beggars belief that any other route would even be considered. The only reason for such a route, that I can think of, would be that parties involved in the design, planning or execution of the scheme, have a vested interest!	100568	Y	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received.</p> <p>As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. This crosses the Homes England land. Homes England have been consulted during statutory consultation as required in line with the s42 process and had no undue influence. This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton.</p>
Design – alternative	A route to the North of the existing A47 uses poor quality farm land survey in government ownership.	100995	Y	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received.</p> <p>As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton .
Design – alternative	The roundabout should be removed with an underpass for local traffic links. This will also create a safe North South crossing for cyclists, walkers and horseriders. Slip roads would then be used for East and Westbound access to the new road.	100994	N	The Scheme provides three safe ways to cross the new A47 alignment including an underpass at the disused railway which would facilitate safe north to south movements across the new A47 alignment for users.
Design – alternative	The roundabout needs to be relocated outside the constraints of residential houses.	100994	N	The decision behind the preferred route is covered in the Scheme Assessment Report (Scheme Assessment Report 2018).
Design – alternative	The project should be expanded to include the much needed improvements. What you have suggested is a sticking plaster.	100994	N	The Scheme has to have limits and cannot be extended beyond the scope. The decision behind the preferred route is covered in the Scheme Assessment Report (Scheme Assessment Report 2018).
Design – alternative	Reduced speed limits/cameras on the A1 Northbound to limit accidents on proposed tight exit slip road. Traffic lights on Western Roundabout to enable vehicles from Old North Road access on the roundabout. The proposed dualling of the A47 to the Western Roundabout will severely impact the Northbound exit from Old North Road Wansford. Traffic light to run at peak periods to avoid gridlock on	100953	N	The Wansford western roundabout is not within the scope of the Scheme. With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	the Old North Road.			<p>congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Design – alternative	Improvement to the Western roundabout needs dedicated lanes to Wanstead, Stamford, Leicester and Peterborough.	100781	N	The Wansford western roundabout is not within the scope of the Scheme.
Design – alternative	Traffic wishing to join the A47 at this roundabout in either direction is minimal and therefore traffic lights aren't needed, Traffic already on the A47 would just need to keep in the correct lanes for onward travel from this roundabout.	100782	Y	<p>Traffic lights are no longer proposed as part of the Scheme.</p> <p>With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Design – alternative	Consideration should be given to closing Old North Road northbound to ease traffic flow.	100801	N	<p>With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>Traffic modelling based on traffic forecasting has been used to assess the queue lengths the Old North Road approach arm queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Design – alternative	<p>The road should follow the alternative Northern option ideally passing closer to the scheduled monument away from the Nene Valley</p> <p>If the road goes north there would be no need to close the Drift as the existing A47 could provide an alternative route to the roundabout.</p> <p>Put the road north, build a connecting road from Sutton Heath to the Nene Way roundabout.</p> <p>It should swing North to avoid the destruction of the woodland and follow a route behind the existing tree line down to the roundabout away from Sutton village.</p>	383	Y	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received.</p> <p>As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. This means that the route of the new A47 avoid Ancient Woodland and would also have less ecological impact.</p> <p>This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the Scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton.</p>
Design – alternative	<p>build a connecting road from Sutton Heath to the Nene Way roundabout leave the existing A47 as an access road and a route for pedestrians, equestrians and cyclists.</p>	383	N	<p>The Scheme now includes a relocated Nene Way Roundabout. The larger, relocated roundabout (the proposed Sutton Heath roundabout) will have greater capacity.</p>

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				The Scheme provides support to walking, cycling, horse riding and vulnerable users by incorporating safe, convenient, accessible and attractive routes for pedestrians and cyclists to improve connectivity in areas local to the Scheme. Part former A47 alignment will be used as a new walking and cycling route.
Design – alternative	As far as congestion on Old North Road is concerned we consider that traffic lights on the Western Roundabout, operating only at peak times, may be the only solution to allow villagers a reasonable opportunity to access the A47 safely northbound from Old North Road.	403	N	<p>Traffic lights are not proposed as part of the Scheme.</p> <p>With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Design – alternative	Improvements of the north-bound merge lane should be included in the scheme.	417	N	The A1 northbound slip road is not within the scope of the Scheme.
Design – alternative	Here we go again.....this is a national roador so you say, so why stop start traffic, do we have a roundabout as a junction on the eastern connection into Castor, NO , make a proper designed junction on the government land you have about 200 acres to play with, leaving part of the A47 as local access route, plus the bonus of not digging all the services up, ps HCA/HE own the land just in case you did not know as I hear its a new team on this job now. The	413	Y	<p>Following feedback made at the statutory consultation the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment.</p> <p>Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p>

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	idea of spending all this money the least we can do is make sure you have a more dependable and durable road that is better for the environment and better segregation of local and NUM use.			
Design – alternative	<p>Well the diagrams and the replies from your staff at the Sat Con gave you a 2 out of 10. same points as in Q 12 & 13, which tells you the road is fundamentally on the wrong side of the existing A47. Secondly your inability to challenge Historic England over a ploughed out barrow (levelled between the wars and arable until 2006) And no one really knows if there is anything there you are all using desktop studies with a bit of geo. So as a result we have cycle and footpath etc nearly in the river or over a filled in floodplain. Extreme land take from Plot 23 as a result, extended DCO lines of permanent land take just prior to the Sat Con and NOBODY can explain from Highways England.</p> <p>Then once anyone has survived the fumes along the (NEW) Nene Way footpath, you then get wiped out negotiating the slip road into the BP garage, would it not be better to give the garage a more practicable location nearer to the eastern roundabout, with better recharge points, so future proofing the new road for the future, and leaving a dedicated route into Sacrewell. Then you will better NUM layouts.</p>	413	N	<p>Following feedback made at the statutory consultation the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment.</p> <p>Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p> <p>Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument. Due to the alignment of the new A47 a dedicated access is being provided to provide safe access Sacrewell Farm. The link road to the petrol station is required to ensure traffic can safely get back onto A47.</p>
Design – flyover	Is the A1 flyover capable of sustaining 4 lanes of traffic as I was under the impression that one of the reasons it is single carriageway was because it was not strong enough to withstand stop/start HGV traffic.	383	N	This is not within the scope of the Scheme.
Design – petrol station	Removing the petrol station will be a disaster and more expense regarding the pumping station.	100781	N	The petrol station will not be removed as part of the Scheme. Due to the alignment of the new A47 a dedicated access is being provided to provide safe access Sacrewell Farm. The link road to the petrol

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				station is required to ensure traffic can safely get back onto A47.
Design - access	<p>In our view, the Scheme will have a significant detrimental impact on the PFS for the following reasons:</p> <ul style="list-style-type: none"> - The removal of direct access for east-bound traffic will make both ingress and egress to the PFS convoluted; - although retaining direct access for west-bound traffic, egress from the PFS via the Wansford East roundabout will also become convoluted; - by making the PFS far less accessible it will adversely affect the commercial viability of the PFS. 	100969	N	Due to the alignment of the new A47 there will be a new lane to the south of the roundabout, providing access to the filling station and to Sacrewell Farm under the new A47. The link road to the petrol station is required to ensure traffic can safely get back onto A47. The access will include appropriate signage.
Design – proximity to property	I am completing this on behalf of my aunt (Editor notes: name redacted), the current owner of The Old Station House. The proposals you have made will go right up to her bedroom window. How can this be right? We were going to put the house on the market but no-one will want to buy it with these conditions in place.	201801	N	This property has since been purchased by Highways England.
Design - signage	There must be signage and demarcation between the these activities and traffic! Not just white lines.	100876 100877	N	Appropriate signage will be used as part of the Scheme.
Design – slip road	We have serious reservations about the tight radius of this dedicated lane. The existing slip road is already a very tight bend, and has seen numerous accidents and events in which goods vehicles have lost loads or tipped over. Making this bend even tighter in order to allow a branch from one to two lanes whilst still on the curve is inevitably going to result in accidents. We are surprised that this risk is considered to be adequately addressed in the design.	403		This change to the A1 Northbound slip road is longer part of this Scheme.

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Design – slip road	Need a slip road to A1 south to go over surveys lorry stop/toilets so the traffic does not affect the roundabout causing traffic delays.	100252	N	The Scheme provides a free flow link from A1 southbound to A47 eastbound.
Design – slip road	I remain concerned that not enough consideration has been given to including a slip road from the westbound A47 to thre southbound A1 as shown above.	100801	N	Traffic must access the A1 via the eastern roundabout and then onto the southbound slip.
Design – slip road	The traffic on the A1 slip road needs to be reduced as we believe this is becoming more hazardous in its present state due to the increase in traffic using this route towards Peterborough/Leicester.	201801	N	<p>The A1/A47 eastern roundabout link delays will be reduced on all approach arms due to the Scheme's capacity enhancements, see Transport Assessment (TR010039/APP/7.3)).</p> <p>The Scheme provides a free flow link from A1 southbound to A47 eastbound.</p>
Design – slip road	We have experienced the junction at the A47/A149 roundabout and the long queues which are caused by this. We imagine that the proposed dual carriageway from the western roundabout on the A47 towards Leicester will create another such problem if the existing turn off/slip road into Wansford/Kingscliffe is not improved at the same time. This would make that particular junction a very dangerous part of the road and in effect by trying to 'improve' one road by increasing the traffic flow, you will be creating a dangerous situation instead.	201802	N	<p>Improvements to the Wansford western roundabout are not proposed as part of the Scheme as they are outside the scope. The pre-existing issue at the Wansford west roundabout will be raised with the Highways England Operations team for consideration as a future improvement project during the identification and prioritisation process for future roads periods.</p> <p>The Scheme also improves safety along the A47 for road users and modelled accidents are reduced see Transport Assessment (TR010039/APP/7.3)).</p>
Design	We are concerned with the increase in the speed of traffic along this route, especially as it passes the roundabout at Wansford (Old North Road) towards Leicester. There is a slip road turning into Wansford/Kingscliffe off the A47 which, we understand, will be unchanged and will cause further queues to the speeding dual carriageway traffic when drivers are turning left or right into the road.	201802	N	With regards to exiting Wansford via Old North Road, forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more

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				gaps in the circulatory flow. On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)). Signing is provided warning of the existence of the roundabout and, therefore, drivers should slow down.
Design - speed	We are concerned about this prospect especially in view of the discussions regarding changing the existing lanes approaching the roundabout from the west into double lanes. We understand that this used to be dual carriageway many years ago but because of safety issues this was reduced to the current one lane either side. As owners of a property that backs onto this road, we experience every day the high speed that vehicles and motorbikes accelerate to when leaving the roundabout and have also observed some drivers using the roundabout as a type of chicane when the traffic is light. Making this a dual carriageway either side is only going to make things worse. We also understand that as Peterborough City Council owns the land outside the proposed dual carriageway, there are no plans to improve the turning off the A47 into Wansford/Kingscliffe along the western bound A47 route. This worries us immensely as we use this turning regularly and have experienced vehicles bearing down on us as we have to slow down and take a wider turn into the turning. When vehicles are picking up speed along the proposed dual carriageway, there will be less time for them to slow down to allow for drivers who are manoeuvring this turning.	201802	N	With regards to exiting Wansford via Old North Road, forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow. On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)). Signing is provided warning of the existence of the roundabout and, therefore, drivers should slow down.
Design	Getting out of Wansford will become virtually	383	N	With regards to exiting Wansford via Old North

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	impossible and will encourage people to exit the village via the junction at Stibbington thereby increasing the volume of traffic through the village over a listed bridge.			<p>Road, forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Design – Sutton	The current proposed alignment maximises the impact on Sutton, and this is unnecessary.	418	N	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received.</p> <p>As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. This is further away from Sutton. This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the Scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton.</p>
Design - Sutton	Whilst I understand the road cannot go through a historic site of dubious history, there is no reason why the alignment can't be further away from Sutton Village.	100775	Y	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received.</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. This is further away from Sutton. This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the Scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton . Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument.
Design – Sutton	New dual carriageway moving closer to Sutton – not necessary!	101035	Y	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received.</p> <p>As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. This is further away from Sutton. This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the Scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton.</p>
Design – Sutton	Could be much improved without a roundabout and traffic lights, which takes you back to using the land originally compulsory purchased for the A47. This	413	Y	Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>then leaves part of the old route for NUMs and Sutton Heath road can come across before Heath House, and will not affect a medieval hedge, one of the untruth's by Highways England.</p> <p>If you are determined to leave the roundabout at Sutton in approx the same place then it will just have to have a new connecting road from Sutton Heath to roundabout, as was drawn up as the alternative northern route by yourselves, but you would not promote at the Sat consultation. We had another option with the Sutton Heath road going under the new road, but you would rather build a bridge over the disused railway bed and chop a wood down with 350 year old oak trees.</p>			<p>the feedback received.</p> <p>As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. This is further away from Sutton. This means that the route of the new A47 avoid Ancient Woodland and would also have less ecological impact.</p> <p>Changes have been made to the design, including relocating the Nene Way roundabout. The existing roundabout (including the vegetation) will be removed.</p> <p>This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the Scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton.</p>
Design – The Drift	We use the drift for access to our fields and whilst happy to see access closed to the A47 we would not want it ceasing to be a public highway and be left with the cost of maintenance.	100775	Y	<p>The Scheme now provides for The Drift (at Sutton) to be linked to the A47 via the relocated Nene Way roundabout (proposed Sutton Heath roundabout). Part of it will be closed to traffic and just used as walking and cycling route (see Chapter 12 Population and Human Health of the Environmental Statement (TR010039/APP/6.1)).</p>
Design – The Drift	The village is left with only one exit entry point, which could be a nightmare with a fast flowing road into a roundabout and traffic lights. I can see we are going to end up with the Drift as a dead end road and perfect travellers site or and illegal tip for unwanted household goods and unwanted drug gear.	413	Y	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received.</p> <p>As a result, changes have been made to the design</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	Would not have to be closed of if the New A47 dual is north on the government land, and you put a better solution in for Sutton Heath rd, this would greatly improve your options on NUMs going north, at the moment you can only do east west.			<p>of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. This is further away from Sutton and uses Homes England land.</p> <p>This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton.</p> <p>The Scheme now includes for The Drift (at Sutton) to be linked to the A47 via the relocated Nene Way roundabout (proposed Sutton Heath Road Roundabout). Part of it will be closed to traffic and just used as walking and cycling route (see Chapter 12 Population and Human Health of the Environmental Statement (TR010039/APP/6.1)). Highways England are considering mitigations regarding the other concerns mentioned and discussion with Peterborough Council will continue.</p>
Design – traffic lights	I agree with the need to increase the size of the roundabout but why the need for part-time traffic signals.	100636	Y	Since the 2018 statutory consultation, the design has been amended. No traffic lights are proposed as part of the Scheme.
Design – traffic lights	<p>Traffic lights – will they be better than the ones currently on the A47/A1 junction which cause massive – and I think unnecessary – tailbacks on the A47 west in the morning.</p> <p>Will the traffic that queues on the A1 south now queue on the A47 east.</p>	352	Y	Since the 2018 statutory consultation, the design has been amended. No traffic lights are proposed as part of the Scheme.
Design – traffic lights	Part time traffic lights don't work! See current Wansford eastern roundabout!	100801	Y	Since the 2018 statutory consultation, the design has been amended. No traffic lights are proposed

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				as part of the Scheme.
Design – traffic lights	but we fail to understand why this roundabout is proposed to have traffic signals whereas the Wansford West Roundabout is not. The Nene Way Roundabout serves a far smaller catchment area of villages seeking to access the A47, so this element of the scheme design appears wholly contrary.	403	Y	Since the statutory 2018 consultation, the design has been amended. No traffic lights are proposed as part of the Scheme.
Design – traffic modelling	The traffic modelling is incorrect concerning proposed traffic numbers on to the A47 from Old North Road.	100802	N	Traffic modelling has been updated and is summarised in the Transport Assessment (TR010039/APP/7.3)).
Design – traffic modelling	The traffic modelling conducted is based on erroneous data because the traffic calming assumed on Old North Road can not happen. This modelling must be re-done using the correct data.	100801	N	Traffic modelling has been updated and is summarised in the Transport Assessment (TR010039/APP/7.3)).
Design – traffic modelling	I agree with the proposal for traffic exiting the A1(N) onto the A471 but the plans for traffic exiting Old North Road are flawed by your incorrect traffic modelling. Old North Road is the emergency route for vehicles to Wansford, Nassington and Yarwell and not therefore subject to traffic calming as your model assumes. A better plan needs to be made such as closing Old North Road onto the roundabout.	100802	N	Traffic modelling has been updated and is summarised in the Transport Assessment (TR010039/APP/7.3)).
Design – traffic modelling	Your traffic figures do not add up, 7500 eastbound but only 2500 westbound. Can the bridge take stop start HGV movements. 2 lanes coming round a blind bend with north bound traffic with another lane off the western roundabout will be a major collision incident esp if HGVs are involved.....you know and we all know that roundabout is not fit for purpose. Dualling the bridge is about as good an idea of	413	N	Traffic modelling has been updated and is summarised in the Transport Assessment (TR010039/APP/7.3)).

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	putting traffic lights on the Black cat roundabout.....muppetry.			
Economy	Provide further capacity for the economic development of the region.	100907	N	The Scheme will improve capacity on the A47 and this in turn will bring economic benefits, this has been discussed throughout the Case for the Scheme (TR010039/APP/7.3) and particularly in Section 6.
Ecology	Please do not destroy ancient habitats.	100995	N	Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at statutory consultation in 2018.
Ecology	You are removing trees so unnecessarily.	100512	Y	Following feedback made at the statutory consultation the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at statutory consultation in 2018.
Ecology	The proposed scheme destroys valuable resources in terms of land, flora, fauna, archaeology, faith in government agencies, logic, engineering knowledge, geology, common sense, future-proofing.	100995	N	Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). With regards to biodiversity, the Scheme incorporates mitigation measures. The design has evolved with the aim of avoiding or reducing effects on wildlife where possible, see Chapter 8 Biodiversity of the Environmental Statement

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				<p>(TR010039/APP/6.1).</p> <p>Chapter 9 Geology and soils of the Environmental Statement (TR010039/APP/6.1) details the considerations and assessments that have been undertaken for geology and soils.</p> <p>The archaeological investigations undertaken as part of the development of the Scheme are summarised within Environmental Statement Chapter 6, Cultural Heritage (TR010039/APP/6.1).</p>
Ecology	Lots of oaks and environmental destruction will occur because of the scheduled monument.	100869	Y	<p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment.</p> <p>Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p> <p>Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument.</p> <p>Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1).</p> <p>The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.</p>
Ecology	Environment wildlife and trees threatened.	100874	N	<p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment.</p> <p>Changes have been made to the design of the Scheme, including a northern route at the eastern</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>end between Sutton Heath Road and the A47/Nene junction.</p> <p>Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.</p>
Ecology	Although I agree with your findings but am very concerned about to habitat of creatures and them possibly being moved away, not satisfactory.	100876	N	<p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p> <p>Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.</p>
Ecology	I agree with your findings but my concern is still loss of habitat coupled with impact on river. I still object to the damage caused by this project via this route.	100877	N	<p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.
Ecology	There appears to be no concern for the destruction of the environment and its ecology or for the impact the road is going to make on a conservation village.	383	N	Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). With regards to biodiversity, the Scheme incorporates mitigation measures. The design has evolved with the aim of avoiding or reducing effects on wildlife where possible, see Chapter 8 Biodiversity of the Environmental Statement (TR010039/APP/6.1).
Ecology	The report pays very little importance to the damage to the country wildlife site or the destruction of the woodland in which three species of bat have been identified and I do not feel that it provides a balance view.	383	N	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further from the River Nene. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.
Engagement	The Charity continues to engage positively with	100907	N	Highways England has continued to engage with

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	Highways England on the promotion of this Scheme. There are deep seated concerns that must be addressed by Highways England before and through the Inquiry to ensure this Charity is not financially imperilled.			the Charity since the 2018 statutory consultation.
Environment general	Please, please take the northern route instead of the proposed southern route to save ancient woodland, wildlife, archaeology.	100471	Y	<p>Following feedback made at the statutory consultation the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment.</p> <p>Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p> <p>Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.</p>
Environment general	This route is more expensive and causes more environmental damage than the route strongly advised by local council and the more knowledgeable residents.	100471	Y	<p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment.</p> <p>Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p> <p>Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1).</p>

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				The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.
Environment general	Being built too close to river will cause environmental damage.	100568	Y	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further from the River. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.
Environment general	There is no need or justification for removing trees and compulsory purchase of land to facilitate this route.	100568	N	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.
Environment	Whereas the population's preferred route causes far	100568	N	Following feedback made at the statutory

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general	fewer compromises of the Nene Valley.			consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further from the River Nene. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.
Environment general	I have concerns about the link road coming too near the river and the affect on the natural environment. I am concerned about the road coming too near to the river and going over sacred grounds.	100876	Y	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further from the River Nene. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.
Environment general	Concern about environmental impact.	100877	N	Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1).
Environment general	But concern about pollution impact on nearby river.	100877	Y	Following feedback made at the statutory consultation and further assessments the alignment

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				<p>was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further from the River Nene. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1).</p>
Environment general	<p>It does not deal with the environmental effects, including flood management, of encroachment onto the flood plain. It does not address the other significant environmental effects the current proposals will have.</p>	418	N	<p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p> <p>Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). Flood Risk and drainage was considered and summarised in the PEIR. A detailed Flood Risk Assessment has been undertaken for the Scheme and is summarised in Appendix 13.1 of the Environmental Statement (TR010039/APP/6.3). Mitigating measures have been proposed to ensure the Scheme does not increase fluvial flood risk. The impingement of the Scheme on the Nene flood plain has been quantified using hydraulic modelling which was approved by the Environment Agency on the 22/03/2021. Proposed mitigation in the form of a flood compensation area replaces, that lost</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				floodplain in a like for like fashion to ensure there no loss in storage volume following construction and during operation of the Scheme.
Environment general	impact on the natural habitat of the Nene Valley that is currently proposed.	403	Y	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.
Environment general	Your proposal leaves a large wild life corridor exposed to light air and noise pollution, the fact the road runs along side the river greatly exposes the Nene to serious hydro-carbon or chemical incident. The very nature of the geology with the clay silts make this a high risk area for subsidence, this is fact on both pumping station and 2 x on the garage. Because of the height of the road above the river and the lack of any mitigation land this will wipe out or have long term affects on CWG site. For this reason it is imperative the road goes north of the existing A47, and a compromise needs to be sought with Historic England in sliding the road as near as possible to this barrow, they are quite common in this area, and if it was carefully excavated would give us clues to the others further up in Toll Bar field, is it not time to protect our future environment as to some	413	Y	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme

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	humus from 1500 years ago. The woodland and its collection of Oak Trees are much more important than fast growing populars that are very low in wildlife mitigation,.....Think Again Highways England. The road being so close to the river will also be detrimental in the spread and control issues of invasive weeds and just's makes it in the flood plain and reed beds we have further down stream. Your PIER report was so poor it was unbelievable to read, and very economical with the truth. Another 2 points on design about once or twice a year when conditions are right you will get a weather issue called "temperature inversion" in very still conditions when moisture levels are high the river is warmer and a fast dropping temperature dense fog can suddenly fill the valley and because the road dips down at this point you have that risk, it only occurs max 2x per year. To date there has been no discussions on how you plan to mitigate this damage, and let me assure you, I will make Highways England and its bosses accountable on all these issues above.			shown at consultation in 2018.
Environment general	Also concerned about the river and pollution from vehicles.	100876	Y	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the

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				Environmental Statement (TR010039/APP/6.1).
Further engagement	The lack of a detailed design of the A14 Scheme ahead of the Inquiry resulted in compulsory purchase powers being granted to Highways England on the back of little more than a conceptual plan. Considerable detail was left to the construction phase. The Charity has noted that the outcome of that is that claimants were required to agree design matters during the pressurised environment of ongoing construction often to the detriment of the claimant and frustration of the contractor and Highways England. This approach by Highways England must be avoided on the A47 to ensure the Charity has the opportunity to fully consider the impact of the Scheme on the Charity in advance of the Inquiry and respond accordingly to further amendments made by Highways England so that a clear well-designed scheme is consented by the Secretary of State.	100907	N	The DCO application documents include greater detail as to the design for the Scheme than was available at the point of the statutory consultation. The Charity will have the opportunity during the Examination to raise any concerns or comments they have with the Examining Authority.
Further engagement	Whilst Highways England sought to engage with claimants on the A14, the Charity understands they routinely failed to implement changes agreed with claimants or to provide feedback to claimants on how the Scheme had been amended, if at all, following pre-Inquiry meetings. This lack of constructive engagement and dialogue coupled with the lack of a detailed design has left claimants prejudiced during the construction phase and must be avoided on the A47. The Charity must be able to properly assess the impact of the Scheme on its estate.	100907	N	These comments have been noted. Highways England will continue to engage with the Charity on the Scheme.
Geology	The geology will make building near the river a potential nightmare.	383	N	Geology has been considered with regards to construction and Geology and soils have been considered in Chapter 9 of the Environmental Statement (TR010039/APP/6.1).

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				Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene
GVD	The Charity objects to the use of Article 30 by Highways England to access land for construction works ahead of the issue of a valid GVD. This approach caused considerable confusion on the A14. Further the Charity notes that civil engineering works were undertaken on the A14 which were not consented under Article 30 resulting in a breach of the terms of the DCO. The Charity demands and requires that no works take place on the A47, including vegetation clearance and specifically no construction works, until a valid GVD has been issued and lawful entry taken by Highways England.	100907	N	This comment has been noted.
Heritage	I would like to see released your meeting notes from the outcome to the monument discussions and justify why pressure would not be applied in the correct manner to take the road partly though or around this site that has not been of interest for 20 or 30 years. I look forward to that report in the near future under the freedom of information act.	250	Y	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument.
Heritage	Take the route over Sacrewell mill land where I am sure the memorial sites can be avoided.	100781	Y	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment.

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				Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument.
Heritage	The 'historic monument' has not been sufficiently examined whereas the proposal to route across the flood plain of the River Nene with all of the additional cost of pile driving etc has been accepted without question.	100802	Y	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument. A heritage assessment has been undertaken, including as assessment of the effects on the scheduled monument. The Scheme provides mitigation to protect heritage assets where appropriate. Please see Environmental Statement Chapter 6 (TR010039/APP/6.1).
Heritage	I am sure the 'historic remains' are not just to the north of the A47.	100775	Y	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				A heritage assessment has been undertaken, including as assessment of the effects on the scheduled monument. The Scheme provides mitigation to protect heritage assets where appropriate. Please see Environmental Statement Chapter 6 (TR010039/APP/6.1).
Heritage	Historic England must be challenged regarding the Scheduled Monument.	100801	Y	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument.
Heritage	The crop circles on the scheduled monument may or may not have significance as without proper investigation it is impossible to ascertain if anything of significance actually remains.	383	N	Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument. A heritage assessment has been undertaken, including as assessment of the effects on the scheduled monument. The Scheme provides mitigation to protect heritage assets where appropriate. Please see Environmental Statement Chapter 6 (TR010039/APP/6.1).
Heritage	As noted previously in relation to the alignment, we	403	Y	Following feedback made at the statutory

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	fail to see how the value of the Scheduled Monument can be considered to outweigh the impact of the loss of ancient trees and valuable agricultural land. We do not understand why the 'value' of the Schedule Monument (that we have no visibility of or benefit from) outweighs the negative aspects of the north/south alignment now propose. We hold just one of the ancient trees in higher regard than the 'fake news' that is the Scheduled Monument site, let alone hundreds of tree.			<p>consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument. A heritage assessment has been undertaken, including as assessment of the effects on the scheduled monument. The Scheme provides mitigation to protect heritage assets where appropriate. Please see Environmental Statement Chapter 6 (TR010039/APP/6.1).</p> <p>The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.</p>
Hydrology	Please, please take this road over the northern route and not southwards near the river, which floods and will cost more.	100781	Y	<p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene.</p>
Hydrology	Issues with flood plain and beauty and views of Nene Vally.	100874	Y	<p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>junction which is further away from the River Nene. Flood Risk and drainage was considered and summarised in the PEIR. A detailed Flood Risk Assessment has been undertaken for the finalised Scheme design and is summarised in Appendix 13.1 of the Environmental Statement (TR010039/APP/6.3). Mitigation measures have been proposed to ensure the Scheme does not increase fluvial flood risk.</p> <p>Landscaping impacts are summarised in the Environmental Statement Chapter 7 (Landscape and Visual) (TR010039/APP/6.1).</p> <p>Environmental mitigation for landscape is set out in the Environmental Masterplan (TR010039/APP/6.8).</p>
Land take	Added to this the amount of land in permanent land take on our property seems totally unreasonable and no one at the Statutory Consultation could answer why this has been done.	383	N	Any land take proposed is essential for the construction and operation of the Scheme.
Land take	At the start of the process you said the DSO line could not be moved so why has it now been moved to take more of our land (Plot 23) If you can move it for this why could it not have been moved to include an area for the Northern route or is that because it is government owned land.	383	Y	<p>A scheme fully to the north is not possible due to the scheduled monument, however, since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received.</p> <p>As a result, changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.</p> <p>This crosses the Homes England land. Homes England has been consulted during statutory consultation as required in line with the s42 process and had no undue influence.</p>

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				This revised design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton .
Mitigation – lighting	Should a roundabout be pursued in this location it is requested that the street lighting columns be designed to minimise light spillage visible from Sutton.	420	N	Lighting proposals in the Scheme have been minimised as far as possible within safety standards and only used in the approach of the roundabouts to respect the rural nature of the environment. The Lighting Assessment is set out in Appendix 7.7 to the Environmental Statement (TR010039/APP/6.3).
Mitigation - lighting	Half height lamp posts would also be needed in order to avoid light pollution.	417	N	Lighting proposals in the Scheme have been minimised as far as possible within safety standards and only used in the approach of the roundabouts to respect the rural nature of the environment. The Lighting Assessment is set out in Appendix 7.7 to the Environmental Statement (TR010039/APP/6.3).
Need case	I do not think this is required, have you done a proper survey! Traffic from North bound A1 does not back up.	100512	N	No modifications are proposed to the A1 Northbound exit. Improvements west of the current A1 are not part of the project scope. Traffic modelling has been updated and is included in the Transport Assessment (TR010039/APP/7.3)).
Noise	Agree with the exit lane North bound on the A1 effectively bypassing the west roundabout. BUT the duelling west of the west roundabout is an issue, the noise at times from that road as a single carriageway is disturbing to a point of sometime not being able to speak to one another at times.	250	N	No modifications are proposed to the A1 Northbound exit. Improvements west of the current A1 are not part of the project scope.
Noise	If we are to have duel carriageway a VERY GOOD and TII Enough sound deadening fence would be required, the current is not sufficient nor tall enough	250	N	Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1).

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	for wagon drivers looking over.			An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected as a result of the Scheme.
Noise	As a resident of the 'Old North Road' north of the A47 we have been for years requesting a suitable noise and visual effect fence to reduce the sound and sight of the A1. Would this now be an apt time for such a fence to be provided.	100406	N	Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects due as a result of the Scheme.
Noise	Can we please have an acoustic fence along Old North Road, from the slip road, the length of our properties. Please also consider 'low noise' tarmac on this stretch of the A1.	100505 100512	N	Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected as a result of the Scheme. The traffic speed on roundabouts is typically too low to benefit from having a low noise surface. Embedded mitigation comprising a low noise surface along the proposed A47 dual carriageway, with a minimum road surface influence of -2.5dB has been included. Design, mitigation and enhancement measures are set out in 11.9 of Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1).
Noise	There is a proposed acoustic fence along the bottom of my garden which is a good start however surely a similar fence is needed on the Bridge over the A1.	101035	N	Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected as a result of the Scheme

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Noise	Please make sure that the noise defence system goes all the way to the Peterborough Road junction and is of proper quality to do the job.	101032	N	Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected as a result of the Scheme
Noise	The use of noise reducing surfacing (SMA as opposed to HRA or chippings) will not have much effect at the western end between the roundabouts as the speed of traffic will not be great. Noise will be generated by braking and acceleration rather than tyre/surface interface.	100636	N	Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected as a result of the Scheme. The traffic speed on roundabouts is typically too low to benefit from having a low noise surface. Embedded mitigation comprising a low noise surface along the proposed A47 dual carriageway, with a minimum road surface influence of -2.5dB has been included. Design, mitigation and enhancement measures are set out in 11.9 of Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1).
Noise	The proposed 128emarc fencing must run from Black Swan Spinney to Peterborough Road and be of sufficient height to protect residents from noise pollution.	100953	N	Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected as a result of the Scheme.
Noise	No physical measurements have been made of the existing pollutants generated (noise, dust, NO2) and affecting Black Swan Spinney.	100636	N	A PEIR was presented at the 2018 statutory consultation that took into account impacts on the local community and the environment. Geology and soils were assessed as part of this.

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	All of these will significantly increase with the increase in volume and speed of the traffic.			Detailed studies have since been undertaken on the Scheme and the results set out in the Environmental Statement (TR010039/APP/6.1) (see Chapter 5 Air Quality, Chapter 6 Noise and Vibration, Chapter 9 Geology and Soils and Chapter 13 Road Drainage and the Water Environment).
Noise	I wish to be consulted about the planting and noise fence adjacent to my property.	100801	N	<p>This property is outwith the Scheme boundary as submitted in the DCO application.</p> <p>Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected as a result of the Scheme.</p> <p>Highways England have consulted directly with landowners directly affected by the Scheme.</p>
Noise	Please consult us about proposed noise fencing and planting schemes.	100802	N	<p>Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected as a result of the Scheme.</p> <p>Parties affected have been consulted, and where appropriate, noise mitigation has been proposed for certain properties.</p>
Noise	The proposed position of the slip road will bring traffic noise and pollution closer to Windgate Way. We would like to see this moved further south and adequately screened for noise levels and pollution.	100882100994	N	<p>Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				significant adverse or beneficial noise effects expected as a result of the Scheme.
Noise	In a recent meeting with HE I was told the proposal from the A1/A47 Eastern roundabout to the Western roundabout has only been incorporated in the last two weeks. Therefore all the noise receptors etc have been located based on the old plan so the results do not reflect the new scheme proposed.	100885	N	Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected as a result of the Scheme.
Noise	We consider that a further consequence of the proposed scheme will be to increase the level of noise pollution to which we are subjected. There will be faster moving traffic on occasions approaching, and between, the Wansford Roundabouts and traffic flowing around the dedicated lanes bypassing the Roundabouts at greater speed than currently and on very tight radius bends. At peak times there will be a greater volume of traffic in stop-start congestion in the same area. We have engaged an acoustic consultant to conduct noise surveys. The average daytime noise levels range from approximately 65-75 dB LAeq in our garden, far exceeding the highest guideline level of 55 dB LAeq published by the WHO and categorised as causing a 'Serious Annoyance'.	403	N	Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected as a result of the Scheme.
Noise	We appreciate the fact that the plans proposed currently include an acoustic fence running along the A47 between the Roundabouts and then down the A1 past the back of Swanhill. We consider that it is essential that the fence should run all the way past Swanhill to Peterborough Road to achieve the full benefit. Additionally, the height and specification of the fence should be adequate to provide protection from noise pollution.	403	N	This property is outwith the Scheme boundary as submitted in the DCO application. Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected as a result of the Scheme. Design interventions and mitigation measures have

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				<p>been introduced to reduce the potential for significant effects due to noise and vibration from the construction and operation of the Scheme. Mitigation measures are secured in by Environmental Management Plan (EMP) (TR010039/APP/7.5).</p> <p>The assessment concludes that mitigation in the form of noise barriers is not necessary to avoid significant adverse operational noise effects at residential receptors and therefore these have not been included</p>
PEIR	All of assessments for the PEIR were made before the decision to dual over the A1 was taken, however the required enhancements needed to the roundabouts and A1 slip road north are being based on this PEIR.	101035	N	Any work to the Wansford western roundabout joining the A1 northbound are not within the project scope.
People and communities	<p>I have received several letters saying my land may be required for the proposed scheme. At the start of this week we had a letter saying this was not the case.</p> <p>However today I received a further letter saying my land is required.</p> <p>We are trying to sell our house and this is being made almost impossible due to this uncertainty.</p>	403	N	<p>This property is outwith the Scheme boundary as submitted in the DCO application.</p> <p>As stated in the Book of Reference (TR010039/APP/4.1), the Applicant has carried out diligent inquiry, as set out in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (APFP Regulations) and the 'Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land' (DCLG, September 2013) (CA Guidance), to identify all persons with an interest in the Land (the land shown on the Land Plans (TR010039/APP/2.2)) and persons with a potential claim for compensation as a result of the Scheme.</p>
People and communities	I feel my land is strongly affected as I have 22 moorings. My intention is to develop in to holiday park.	100590	N	Highways England have consulted with all parties where land is directly affected.
People and	I like the idea of the cycle path – but don't want to	352	N	The replacement facilities would allow cyclists to

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communities	have to go down to the river to access it. Will there be a footpath/cycle path across the A47 bridge over the A1.			safely cross the A47 and Old North Road at the Wansford western roundabout and follow a newly signed route through Wansford on Old North Road and Peterborough Road to connect to the route which passes beneath the A1 and then connects to a shared footway/cycleway that is proposed to run adjacent to the new A47 alignment. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
People and communities	the proposal seems to be what has determined that we are an "affected" household and some weeks ago I emailed to ask why (<i>name redacted</i>), is considered "affected", but have had no reply.	363	N	This property is one of three residential properties within the Scheme boundary. Chapter 7 (Landscape and visual effects) assessment (TR010039/APP/6.1) concludes that (<i>name redacted</i>) would experience moderate adverse visual effects during construction. There will also be noise impacts during construction. This property is not predicted to experience any adverse visual effects during the ongoing operation of the Scheme.
People and communities	I would have liked a response to my email query made 4wks before the deadline for submitting this form but I have heard nothing about why my house is considered 'affected'. May I have a reply please.	363	N	This property is one of three residential properties within the Scheme boundary. Chapter 7 (Landscape and visual effects) assessment (TR010039/APP/6.1) concludes that (<i>name redacted</i>) would experience moderate adverse visual effects during construction. This property is not predicted to experience any adverse visual effects during the ongoing operation of the Scheme.
People and communities	Residents suffering higher pollution levels awaiting traffic clearance.	100877	N	The local air quality has been assessed using the input traffic data for the operational phase of the Scheme, provided by the transport modelling team and the data analysed. The impacts on the local air quality are summarised

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				within section 5.8 in Chapter 5 of the Environmental Statement (TR010039/APP/6.1). The air quality assessment has concluded there will be no significant effects on air quality for human and ecological receptors as a result of the Scheme.
Red line boundary	The red line boundary is incorrectly drawn and would prevent access to my property.	100801	N	The red line boundary has been amended. The boundary and land affected is shown in the Book of Reference (TR010039/APP/4.1) and on the Land Plans (TR010039/APP/2.2).
Red line boundary	The red lines marked are also hugely incorrect. As currently marked we would no longer have access to our property. Red lines for western end of the scheme need accurate re-drawing.	100802	N	The red line boundary has been amended. The boundary and land affected is shown in the Book of Reference (TR010039/APP/4.1) and on the Land Plans (TR010039/APP/2.2).
Routeing	I remain concerned about additional traffic being routed through Sutton village.	100801	N	A local area micro-simulation model has been constructed to aid the assessment of the Wansford western roundabout as well the local roads in Wansford village. The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network.
Safety	I am concerned about the affect the plan will have on our 133emarca dangerous entry and access to the A1 South Bound carriage way. This concern was raised previously. We share entry and exit, from and to the A1 with Riverford. The new slip rroad for the dualing will potentially create an increased hazard for vehicles leaving our site on to the south bound A1, especially if they are wanting to continue south bound. Vehicles intending to take the new slip road will be manouevering across the carriageways making exit from our site even more hazardous then it currently	100240	Y	The Scheme has been altered since the 2018 statutory consultation. A new, safer access to the properties on the A1, north of Windgate Way is proposed. Some key changes to the design include realignment of the A1 southbound to A47 eastbound slip road, removal of the bus stop and the direct access to the A1 from properties adjacent to Windgate Way for safety reasons. Access to the properties on Great North Road, to the north of Windgate Way would be altered by the Scheme due to the permanent severance of access

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	is. What consideration has been given to ensure our access is protected and that safety of users of that access is not further compromised?			from Windgate Way directly onto the A1. A new access road would be provided from the properties on Windgate Way to the north along the historic route of the A1 connecting at Abbotts Cottage. The access road would improve the safety for users accessing the properties at Windgate Way.
Safety	Might I suggest extending our lay by/busstop to join the slip road with a solid white demarcation line to increase safety in this area.	100255	Y	Some key changes to the design include realignment of the A1 southbound to A47 eastbound slip road, removal of the bus stop and the direct access to the A1 from properties adjacent to Windgate Way for safety reasons. Access to the properties on Great North Road, to the north of Windgate Way would be altered by the Scheme due to the permanent severance of access from Windgate Way directly onto the A1 due to safety reasons. A new access road would be provided from the properties on Windgate Way to the north along the historic route of the A1 connecting at Abbotts Cottage. The access road would improve the safety for users accessing the properties at Windgate Way.
Safety	I am seriously concerned that faster traffic through the roundabout would endanger life.	100568	N	The new roundabouts have been designed in line with current design standards. Signage is provided warning of the existence of the roundabout and, therefore, drivers should slow down.
Safety	As a householder, along the Old North Road cul-de-sac, such additional lane and traffic island changes will make entry and exit to our road dangerous and hazardous to the point of being life-threatening.	100695	N	Traffic modelling based on traffic forecasting has been used to assess the impact of the Scheme including 2040 Design Year (15 years after opening) and is summarised further in the Transport Assessment (TR10039/APP/7.3) and Section 4 of the Case for the Scheme (TR10039/APP/7.1).

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				<p>A local area micro-simulation model has been constructed to aid the assessment of the Wansford western roundabout as well the local roads in Wansford village. The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network. However, despite the reduction in congestion on the A47 eastbound and Old North Road approach arms from the south, delays on the other approach arms stay approximately the same or increase.</p> <p>Although with the Scheme delays at the roundabout decrease slightly, it is acknowledged that there is an existing congestion issue at the Wansford western roundabout. The pre-existing issue at the Wansford western roundabout will be raised with the Highways England Operations team for consideration as a future improvement project during the identification and prioritisation process for future roads periods</p>
Safety	I am concerned about the huge impact on my safety and the safety of my family and neighbours as we try to get out of our road and up to the A47. Traffic moving faster – when it is already moving quickly – will make our journeys significantly more dangerous. Perhaps we could have traffic lights on sensors to help us get out safely.	350	N	<p>Traffic modelling based on traffic forecasting has been used to assess the impact of the Scheme and is summarised further in the Transport Assessment (TR10039/APP/7.3) and Section 4 of the Case for the Scheme (TR10039/APP/7.1).</p> <p>A local area micro-simulation model has been constructed to aid the assessment of the Wansford western roundabout as well the local roads in Wansford village. The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network. The Scheme capacity improvements reduce queue length on all approach arms of the eastern roundabout. There is an increase in queuing along</p>

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				<p>the A47 westbound approach arms in the AM and PM peaks.</p> <p>However, the queue lengths on the other approach arms stay approximately the same or decrease. In particular, queue lengths on the A1 slip road and Old North Road approach arms decrease to minimal levels in the PM peak.</p>
Safety	<p>I live on Old North Road (north of the A47) and work in Castor. Virtually all of my family commitments require me to drive up to the roundabout and get onto the A47. I would estimate that between the whole family we make this turn at least 5 times everyday. It is already difficult to do this safely. If traffic at the junction is going to be moving faster then it will become even more difficult and dangerous. How are you going to ensure I can make this turn safely? Especially as I regularly tow a trouble for my scout group.</p>	352	N	<p>Traffic modelling based on traffic forecasting has been used to assess the impact of the Scheme including 2040 Design Year (15 years after opening) and is summarised further in the Transport Assessment (TR10039/APP/7.3) and Section 4 of the Case for the Scheme (TR10039/APP/7.1).</p> <p>A local area micro-simulation model has been constructed to aid the assessment of the Wansford western roundabout as well the local roads in Wansford village. The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network.</p> <p>However, despite the reduction in congestion on the A47 eastbound and Old North Road approach arms from the south, delays on the other approach arms stay approximately the same or increase.</p> <p>Although with the Scheme delays at the roundabout decrease slightly, it is acknowledged that there is an existing congestion issue at the A47/A1 western roundabout.</p> <p>The pre-existing issue at the Wansford western roundabout will be raised with the Highways England Operations team for consideration as a future improvement project during the identification and prioritisation process for future roads periods.</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Safety	I strongly disagree with the slip road being constructed 300 metres from the existing slip road. No one has looked at the safety issues that would be involved for the four residential properties on the A1 opposite Thornhaugh. Moving the slip road would make exiting and accessing the A1 extremely precarious. Vehicles on the inside lane would not have enough road length to move over to let a car out and then get back onto the inside lane for the up and coming new A47 slip road. Exiting the A1 would be worse as an indication to a left turn would have the driver of the vehicle behind the signalling vehicle thinking that the indication is for the slip road and continue the speed they have, but we would be trying to leave the A1 to enter our residence. Tradesmen would also experience the same conditions and may consider not delivering.	100782	Y	<p>The Scheme has been altered since the 2018 statutory consultation. A new, safer access to the properties on the A1, north of Windgate Way is proposed.</p> <p>Access to the properties on Great North Road, to the north of Windgate Way would be altered by the Scheme due to the permanent severance of access from Windgate Way directly onto the A1 due to safety reasons.</p> <p>A new access road would be provided from the properties on Windgate Way to the north along the historic route of the A1 connecting at Abbotts Cottage. The access road would improve the safety for users accessing the properties at Windgate Way.</p>
Safety	Having mentioned these issues in a previous questionnaire I can see that these were ignored when drawing the plans for this response form as our four houses don't even feature in the plans. After a rather heated discussion regarding the safety implications (some of the staff there very helpful, one other quite dismissive) at the public consultation, it was agreed that someone would come to our houses and see for themselves the issue.	100782	Y	The Scheme has been altered since the 2018 statutory consultation. A new, safer access to the properties on the A1, north of Windgate Way is proposed.
Safety	I am severely concerned that no one from highways England has bothered to consider the safety implications of moving the slip road on the A1.	100782	Y	The Scheme has been altered since the 2018 statutory consultation. Due to the altered slip road, a new safer access to the properties on the A1, north of Windgate Way is proposed.
Safety	Cross Keys Homes owns three dwellings at Great North Road, Thornhaugh (nos. 6, 8 and 12), and we would anticipate that the A47 dualling proposals, in their current form, will have a detrimental impact on	100890	Y	Some key changes to the design include realignment of the A1 southbound to A47 eastbound slip road removal of the bus stop and the direct access to the A1 from properties adjacent to

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>the occupiers of those dwelling.</p> <p>The only vehicular access to these dwellings is directly onto the A1, via a lay-by which also contains a bus stop. Access for the residents is already difficult given the speed of traffic using the A1, together with increased traffic volumes at peak times. The proposals currently indicate a new/extended slip road from the A1 to the A47, which would start almost at the end of the existing lay-by. Should this slip road be constructed in this way, it is likely that those accessing these dwellings would be less able to do so, with an increased danger of high speed traffic passing closer to their access point than is currently the case.</p>			<p>Windgate Way for safety reasons.</p> <p>Access to the properties on Great North Road, to the north of Windgate Way would be altered by the Scheme due to the permanent severance of access from Windgate Way directly onto the A1 due to safety reasons.</p> <p>A new access road would be provided from the properties on Windgate Way to the north along the historic route of the A1 connecting at Abbotts Cottage. The access road would improve the safety for users accessing the properties at Windgate Way.</p>
Safety	If your southern route is adopted traffic from Sutton will have to use the roundabout or travel through Castor village to access the dual carriageway. The increase in size will potentially increase the speed of traffic on the roundabout and the increased volume of traffic will make exiting Sutton by this route hazardous.	383	N	<p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene.</p>
Safety	Increasing the traffic through Castor village is not ideal due to its new road design and primary school and pre-school at the village hall.	383	N	<p>A local area micro-simulation model has been constructed to aid the assessment of the Wansford western roundabout as well the local roads in Wansford village.</p> <p>The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network.</p>
Safety	This was dualled previously, and due to fatalities was put back to single lane for safety. It's bad enough	100873	N	For those travelling to access properties, businesses and community assets using the

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	trying to get out of the Village with a single lane. Dualling will once again be impossible without risking safety.			Scheme by vehicle, benefits would be experienced in terms of safety for road users.
Safety	Not necessary A1 north slip is much shorter and dangerous. Too many accidents going north compared to A1 south which is much longer.	100873	N	Modifications to this slip road are not within the scope of the Scheme.
Safety	Not working at the moment so more traffic approaching at speed will make it a accident black spot.	100874	N	Traffic issues are partially due to bottlenecking along the single-carriageway A47, which will be greatly alleviated by the dualling, which will improve safety.
Safety	roundabouts going to be more dangerous and busy making exit from Village worse.	100874	N	<p>With regards to exiting Wansford via Old North Road, forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Safety	I also feel whilst the A47 has safety concerns the A1 is far worse and your scheme could potentially make it even worse.	100885	N	Improvements to the A1 are beyond the scope of the Scheme. Traffic issues are partially due to bottlenecking along the single-carriageway A47, which will be greatly alleviated by the dualling, which will improve safety.
Safety	As far as the A1 slip road is concerned we consider that measures will have to be taken to bring the traffic speed down considerably, potentially extending to a limit imposed on the A1 as a whole in the area approaching the junction. Any measures to reduce speed should be supported by a mechanism to	403	N	<p>No modifications are proposed to the A1 Northbound exit. Improvements west of the current A1 are not part of the project scope.</p> <p>The proposed free flow link will improve the capacity of the traffic movements from A1 southbound to A47 eastbound. Traffic modelling has confirmed this as</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	enforce, such as the installation of cameras, in order to have any meaningful effect.			the appropriate solution see the Transport Assessment (TR010039/APP/7.3).
SoCG	Statements of Common Ground (SoCG) were agreed with claimants ahead of the Inquiry on the A14. We have noted from claimants that Highways England's contractors have been poorly managed such they have not adhered to the terms of those SoCG to the detriment of claimants. The Charity is similarly being asked to enter into a SoCG on the A47 scheme but what assurances can Highways England provide that their contractors will adhere to the SoCG agreed? Highways England should prepare a detailed design ahead of the Inquiry.	100907	N	These comments have been noted by Highways England.
Visual impact	General concern that scheme 'will have a major visual impact for years to come'.	383	N	Landscape and visual impacts are assessed in the Environmental Statement Chapter 7 (Landscape and Visual) (TR010039/APP/6.1). Environmental mitigation for landscape and visual effects is set out in the Environmental Masterplan (TR010039/APP/6.8).
Walking, Cycling and Horse Riding	Hugely increased numbers of cyclists would also adversely effect the community of Sutton. Moving the route north would allow the existing A47 to be used by cyclists which would avoid these problems.	418	Y	<p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene.</p> <p>Some sections of the existing A47 carriageway would be realigned and upgraded to include a shared footway/cycleway albeit with the new facilities segregated from the carriageways.</p> <p>The section of the existing A47 that would be closed to general traffic would be converted to a</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>shared footway/cycleway, and those sections which are to be de-trunked would be narrowed (to reflect the lower levels of traffic that they would carry in the future) and improved to include shared footway/cycleway facilities. A new underbridge at the Sacrewell Farm access and the proposed underpass at the disused railway line would facilitate safe north to south movements across the new A47 alignment for users.</p> <p>The provision of the various sections of new combined footway/cycleway would provide safer and more pleasant journeys for cyclists and pedestrians undertaking east to west trips between Wansford and Ailsworth</p>
Walking, Cycling and Horse Riding	The idea of bringing WCHRs through Sutton as this map suggests is extremely dangerous. Furthermore, the existing bridleway is too narrow to accommodate all WCHRS.	417	N	<p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. The WCH strategy has been changed as a result of the alignment change. There is no longer a connection shown to the existing bridleway to the east of Sutton.</p> <p>A shared footway/cycleway would be provided on the old alignment of the A47, that would be closed to traffic, to provide a link between the proposed underpass and the point where the new side road linking to Peterborough Road (Ailsworth) is to be provided. A shared footway/cycleway would also be provided on the section of The Drift (at Sutton) that would be severed by the Scheme to a point where</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				The Drift is stopped up. The route from The Drift would then continue as an on-road route to allow cyclists to connect with bridleway Sutton 3 to the south-east.
Walking, Cycling and Horse Riding	Are you really proposing the the existing bridle way from Sutton Cross be used for all cyclists, walkers and horse Riders? It is far too narrow, and will make horse riding very dangerous due to its increased use by cyclists.	418	N	The bridleway can currently be used by cyclists, walkers and horse riders and it is outside the scope of the Scheme to make any alterations to this right of way.
Walking, Cycling and Horse Riding	Bringing all cyclists through Sutton would be madness, due the blind corner at the Manor Rd and Nene Way junction.	418	N	This has been changed with new northern alignment. Cyclists can continue on the shared footway/cycleway provided on the old alignment of the A47. They do not have to go through Sutton. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	Please provide extra routes or bridle ways for horses. They use the roads too frequently during peak hours and do not clean up their horse mess.	100429	N	Most of the proposed new routes are for cyclists and walkers only. There are existing bridleways in the vicinity of the Scheme however, there will be a new lane to the south of the roundabout, providing access to the filling station and to Sacrewell Farm under the new A47 and leading to bridleways to the north of the Scheme. This will be suitable for equestrians, see Transport Assessment (TR010039/APP/7.3).
Walking, Cycling and Horse Riding	Where does the bridleway go – can I get over a garage slipway.	100920	N	There will no longer be a new bridleway, but there will be a new lane to the south of the roundabout, providing access to the filling station and to Sacrewell Farm under the new A47 and leading to

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				bridleways to the north of the Scheme. This will be suitable for equestrians, see Transport Assessment (TR010039/APP/7.3).
Walking, Cycling and Horse Riding	<p>Having studied your proposals I am left confused. There appears to be no north/south link apart from the underpass at Sacrewell which is not accessible for equestrians as there is no bridleway from Sutton to link it</p> <p>The new bridleway at the Western end appears to go nowhere?? Equestrians are not permitted to use footpaths so cannot link in to the existing bridleway off the Sutton Heath Road unless permission is granted to ride through Sacrewell Farm.</p> <p>Also there is no provision for accessing Wansford although it is perfectly possible to ride a horse under the A1 bridge.</p>	383	N	<p>There will no longer be a new bridleway, but there will be a new lane to the south of the roundabout, providing access to the filling station and to Sacrewell Farm under the new A47 and leading to bridleways to the north of the Scheme. This will be suitable for equestrians, see Transport Assessment (TR010039/APP/7.3).</p> <p>The new underbridge at the Sacrewell Farm access and the proposed underpass at the disused railway line would facilitate safe north to south movements across the new A47 alignment for users.</p>
Walking, Cycling and Horse Riding	Enlarged roundabout fails to incorporate any facilities to allow WCHR to cross.	420	N	<p>A shared footway/cycleway would be provided along the southern side of the proposed new side road alignment that links between the proposed new roundabout on the A47 and Peterborough Road (at Ailsworth).</p> <p>A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).</p>
Walking, Cycling and Horse Riding	And please lets have a proper footpath and cycle way.	101032	N	<p>The all-user path will be extended eastwards as part of the Scheme to enable it to connect to the proposed new shared footway/cycleway that will run east to west parallel to and to the south of the A47. The new section of path will be segregated from the</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>carriageway of the new link road serving Sacrewell Farm.</p> <p>Replacement facilities would allow cyclists to safely cross the A47 and Old North Road at the Wansford western roundabout and follow a newly signed route through Wansford on Old North Road and Peterborough Road to connect to the route which passes beneath the A1 and then connects to the shared footway/cycleway that is proposed to run adjacent to the new A47 alignment.</p> <p>A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).</p>
Walking, Cycling and Horse Riding	<p>The provision for safe routes for walkers, cyclists and horse riders is poorly thought out.</p> <p>Cyclists/Pedestrians and Equestrians have no means of accessing the countryside North of the road as crossing at the roundabout will become far too dangerous.</p>	383	N	<p>Replacement facilities would allow cyclists to safely cross the A47 and Old North Road at the Wansford western roundabout and follow a newly signed route through Wansford on Old North Road and Peterborough Road to connect to the route which passes beneath the A1 and then connects to the shared footway/cycleway that is proposed to run adjacent to the new A47 alignment.</p> <p>The Scheme would remove the existing A47/Upton Road/Peterborough Road roundabout severing the north to south route for general traffic at this point. Upton Road and Peterborough Road are advisory cycle routes. However, the north to south route for general traffic would be replaced further to the west with a new roundabout and new link roads to Sutton Heath Road to the north and Peterborough Road to the south. Cyclists would be discouraged from using the new roundabout and would be directed to a</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				proposed new underpass at the disused railway line, which will facilitate the safe crossing of the new A47 for walkers and cyclists. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	We need safe bike passage to Castor. Nobody has been killed yet because nobody dare ride here.	100512	N	<p>The all-user path will be extended eastwards as part of the Scheme to enable it to connect to the proposed new shared footway/cycleway that will run east to west parallel to and to the south of the A47. The new section of path will be segregated from the carriageway of the new link road serving Sacrewell Farm.</p> <p>However, there are no proposals to improve existing paths beyond the scope of the Scheme. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).</p>

2.3 Statutory consultation under section 47 and section 48 of the Planning Act 2008

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Air Quality	The proposals take no account of the need urgently to reduce carbon dioxide emissions, and appear content that these would rise to meet an assumed ever increasing demand.	393	N	As part of the Scheme, an assessment has been done on the effects of the Scheme on climate (Chapter 14 of the Environmental Statement (TR010039/APP/6.1)). In accordance with DMRB LA 114, the increase in carbon emissions resulting from the Scheme has not precluded efforts to minimise carbon emissions throughout its design and construction. Additional measures have been adopted as part of the design of the Scheme to reduce carbon emissions, e.g., the removal of the segregated left-hand lane from the A1 to the A47. The recent UK government announcement on ending the sales of new petrol and diesel vehicles by 2030 will further reduce the Scheme's end user carbon emissions.
Air quality	I am concerned about the possible impact on local air quality with vehicles starting and stopping.	412	N	The local air quality has been assessed using the input traffic data for the operational phase of the Scheme, provided by the transport modelling team, and the data has been analysed. The impacts on the local air quality are summarised within section 5.8 in Chapter 5 of the Environmental Statement (TR10039/APP/6.1). The air quality assessment has concluded there will be no significant effects on air quality for human and ecological receptors as a result of the Scheme.
Air quality and	We also need to have the Western roundabout relocated to the King's Cliffe turn off from the A47 to promote greater safety and lessen pollution in Wansford.	100414	N	The Kings Cliffe turn off does not form part of the Scheme. With regards to pollution, a detailed air quality assessment has been undertaken to assess the air quality impact during the operational phase of the Scheme (Environmental Statement, Chapter 5 (TR10039/APP/6.1)). The air quality assessment

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				has concluded there will be no significant effects on air quality for human and ecological receptors as a result of the Scheme.
Air quality	Needs more info to explain how this relieves conjection on the appraoch from the West and therefore pollution for Wansford.	100570	N	<p>The Scheme fulfils its objectives by providing additional capacity, relieving congestion, improving journey times and reliability as well as network resilience.</p> <p>With regards to pollution, the local air quality has been assessed using the input traffic data for the operational phase of the Scheme, provided by the transport modelling team and the data analysed. The impacts on the local air quality are summarised within section 5.8 in Chapter 5 of the Environmental Statement (TR10039/APP/6.1). The air quality assessment has concluded there will be no significant effects on air quality for human and ecological receptors as a result of the Scheme.</p>
Congestion	Concern about congestion impact on Caistor and Ailsworth.	100940	N	<p>Traffic impacts of the Scheme have been analysed and presented in the Transport Assessment (TR10039/APP/7.3) including the Scheme's performance on the A47/A1 roundabouts and journey times on the local roads accessing the A47 from Wansford and Ailsworth.</p> <p>The Sutton Roundabout to Ailsworth journey time modelling results shows the Scheme has a minimal impact on journey times in all directions and time periods.</p> <p>Since this consultation, the roundabout has been moved to the north so there will be less impact on Castor.</p>
Congestion and air quality	Keeping this traffic island forces all traffic on A47 to come to a halt wasting fuel and causing pollution.	100258	N	<p>Since this consultation, the new Sutton Heath roundabout (intended to replace the existing Nene Way Roundabout) has been moved to the north. A</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				detailed air quality assessment has been undertaken to assess the air quality impact during the operational phase of the Scheme, which includes the roundabouts (Environmental Statement Chapter 5 (TR10039/APP/6.1)). The air quality assessment has concluded there will be no significant effects on air quality for human and ecological receptors as a result of the Scheme.
Construction	I am concerned about how the roadway will be managed during the building of the new road.	100475	N	Galliford Try (GT) is contracted by Highways England to build out the Scheme. To ensure careful management of the scheme build out and an Environmental Management Plan has been produced (TR010039/APP/7.4) and is secured by Requirement 4 of the draft DCO (TR10039/APP/3.1).
Construction	Why is the alignment generally to the South of the existing road, which will involve a lot of expensive piling to shore up the slope down to the river? An easier and cheaper solution would be to build the new road to the North of existing.	346	N	<p>A number of responses to the statutory consultation suggested that a road to the north of the existing A47 would be preferred. As a result of that feedback, we have considered this, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument at Sacrewell Farm.</p> <p>We are also aware of a Neolithic barrow and a Roman farmstead that could be in the area. Following feedback to the statutory consultations in 2018, a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>The alignment submitted within the DCO application is principally coincident or to the north of the existing scheme. See A47 Wansford to Sutton dualling - Highways England website for more</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Consultation	It would appear that opportunities for a cheaper, simpler and more environmentally friendly version of the scheme have been ignored even though earlier consultations seemed to indicate that it was a more favoured option.	283	N	<p>information.</p> <p>After reviewing the feedback from the non-statutory options consultation in 2017 and completing a number of environmental and other surveys and assessments, an amended version of option 2 presented at the options consultation was chosen and announced as the preferred option in August 2017. A number of factors were considered in deciding between the options, including:</p> <ul style="list-style-type: none"> • safety • economic benefits • consultation feedback • cost • environmental effects • construction <p>The Scheme has since been amended further following the statutory consultation in 2018 and Scheme Update in 2020.</p>
Consultation	<p>The decision on route was taken too early and was even in breach of HE's own rules. It was taken with no geotechnical information, no regard for public opinion, no proper consideration of the environment, no regard for cost and very little experience amongst those making the decision.</p> <p>Reviewing the CVs of the two senior HE people in the critical meeting, they had zero combined experience of UK road schemes.</p>	415	N	<p>The non-statutory community consultation in 2017 presented information for three route options. Feedback from the consultation and further assessments influenced the preferred route and this route was presented at the statutory consultation in 2018.</p> <p>A Preliminary Environmental Information Report (PEIR) was prepared to support the 2018 statutory consultation and included assessments of the potential impacts of the Scheme on the local community and the environment, including geology and soils. The PEIR formed part of the consultation materials which were made available during statutory consultation. The purpose of both the 2017 non-statutory and 2018 statutory consultations were to seek feedback from interested parties,</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>stakeholders and the local community so that Highways England could take into account their views. This feedback has influenced the design presented in the DCO application. (See Preliminary Environmental Information Report 2018)</p> <p>A full study of the environmental impacts of the Scheme has been undertaken as part of the application. More information is available in the Environmental Statement (TR10039/APP.6.1)</p>
Consultation	<p>From the very first consultation there were no real distinctions between the routes. There was so little information about them that it was a random choice. You seem to have gone from these to choosing a route that has frustrated many. I don't understand why. It does not feel like consultation.</p>	100985	N	<p>The non-statutory options consultation in 2017 presented information for three route options (options 1, 2 and 3). All of the information with regards to these options was available on the scheme webpage. Feedback from the 2017 consultation influenced the preferred route (option 2) and this route was presented at the statutory consultation in 2018.</p> <p>Key concerns raised in the consultation influenced an amendment to the original proposal for option 2. The new dual carriageway was moved as close as possible to the southern edge of the existing A47 at the eastern end of the Scheme. This:</p> <ul style="list-style-type: none"> increased the distance from the new road to both the River Nene and the village of Sutton reduced the amount of land take required allowed for the easiest connection of existing side roads to the new A47 allowed for most of the existing A47 to remain in place for local traffic and non-motorised groups such as pedestrians, cyclists and equestrians. Consultees were given the opportunity to ask for more

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>information where required during the consultations.</p> <p>Since the 2018 statutory consultation the route has again been amended and a Scheme update was held in 2020.</p> <p>More information is included in the Consultation Report (TR010039/APP/5.1).</p>
Consultation	As a community we do not understand why you have not selected the northern route which would be cheaper and less environmental impact.	100635	Y	<p>A number of responses to the statutory consultation suggested that a road to the north of the existing A47 would be preferred. As a result of that feedback, a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed. This means that the route of the new A47 avoid Ancient Woodland and would also have less ecological impact.</p>
Consultation	Despite protestations of no collusion between the various agencies to predetermine the outcome, this has been proven to be untrue and hopefully the real truth behind this will shortly come to light.	249	N	<p>The non-statutory consultation in 2017 presented information for three route options (options 1, 2 and 3). Feedback from this first options consultation and further assessments influenced selection of a preferred route (an amended version of option 2) and this route was presented at the statutory consultation in 2018. Homes England has been consulted during statutory consultation as required in line with the s42 process.</p> <p>The alignment has been altered following general feedback from the 2018 statutory consultation and the new northern alignment in the eastern part of the Scheme now crosses Homes England land.</p>
Consultation	We strongly suspect that lobbying or pressure (call it what you will) by Homes England, has had a hand to play in the choice of route due to their financial and planning interests in land to the north of the current	401	N	<p>The non-statutory consultation in 2017 presented information for three route options (options 1, 2 and 3). Feedback from this first options consultation and further assessments influenced selection of a</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	A47. Having had contact with Homes England through our local parish council, it is clear that they are likely to be fighting hard to retain vestiges of Great Kyme.			<p>preferred route (an amended version of option 2) and this route was presented at the statutory consultation in 2018. Homes England has been consulted during statutory consultation as required in line with the s42 process.</p> <p>The alignment has been altered following general feedback from the 2018 statutory consultation and the new northern alignment in the eastern part of the Scheme now crosses Homes England land.</p>
Consultation	Despite continuous pressure from the local community, HE has not even looked at this seriously as they seem to be scared of Historic England. The reasoning for the decision was not published until 10 months later and what was published clearly showed that the decision was flawed. Presumably HE was trying to make it a Fait Accompli.	415	N	<p>The non-statutory consultation in 2017 presented information for three route options (options 1, 2 and 3). Feedback from this first options consultation and further assessments influenced selection of a preferred route (an amended version of option 2) and this route was presented at the statutory consultation in 2018.</p> <p>The analysis of the assessments and consultation feedback takes time to collate and present to the public, hence the time between the consultation and the preferred route announcement.</p> <p>Following the statutory consultation in 2018 and discussions with Historic England, the alignment now passes through the southeast corner of the scheduled monument.</p>
Consultation	How on earth did you come up with going to the south of the existing A47, when there has been so much opposition to it from all of the local parish councils.	105	N	<p>The non-statutory consultation in 2017 presented information for three route options (options 1, 2 and 3). Feedback from this first options consultation and further assessments influenced selection of a preferred route (an amended version of option 2) and this route was presented at the statutory consultation in 2018.</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>A number of responses to the 2018 statutory consultation suggested that a road to the north of the existing A47 would be preferred. As a result of that feedback, a route to the north has been considered, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument. Highways England is also aware of a Neolithic barrow and a Roman farmstead that could be in the area.</p> <p>Therefore, a route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed. This means that the new A47 would avoid Ancient Woodland and would also have less ecological impact.</p> <p>Following discussions with Historic England, the proposed alignment now passes through the southeast corner of the scheduled monument.</p>
Consultation	<p>I attended the Wansford exhibition yesterday but have since received notification by letter that you have added two questions to the feedback form regarding the alignment.</p> <p>I did not see any alignment options at the exhibition as I understood a route had been chosen. Could you explain why the additional questions have been added and if people say no they disagree with the alignment, what are the options does this mean all the 9 original alignments are to be re-considered.</p>	100714	N	<p>Highways England undertook non-statutory options consultation in 2017 where we presented three potential route options to gain local community feedback to help shape our plan to improve the Wansford to Sutton stretch of the A47 at an early stage. These options were:</p> <ul style="list-style-type: none"> Option 1 Dualling the existing A47 Option 2 Building a new dual carriageway partly to the north and partly to the south of existing A47 Option 3 Building a new dual carriageway to the north of the existing A47 <p>Following this, option 2 was chosen as the preferred route, although, as a result of this non-statutory consultation, the proposed alignment was optimised further to reduce the impact on the River</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>Nene and the associated flood plain. Highways England then carried out statutory consultation in 2018 in relation to this preferred route to consult on the proposed design.</p> <p>Following feedback from the Community Working Group, an additional two questions relating to the alignment of this route were added to the consultation response form during the statutory consultation period. Feedback on the questions have led to further changes to the alignment and this was then publicised in 2020 via a Scheme Update. Further details are provided in the Consultation Report (TR10039/APP/6.1).</p>
Consultation	With this being a statutory questionnaire, I hope the comments are noted and taken into consideration with a view to moving the A47 north of the existing one.	378	N	<p>All questionnaire comments were reviewed and considered. A summary is shown in the Consultation Report, Section 4 (TR10039/APP/5.1). Feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p>
Consultation	<p>I have a concern as to the delivery to you by the address provided by you as Freepost A47 Wansford to Sutton as the Wansford Post Office could not recognise this as an Postal address to which a recorded delivery letter could be sent to. I assume this is because there was no given postcode.</p> <p>I therefore reserve the right to reply outside of the closure date should this letter posted Wednesday 7th of November 2018.</p> <p>Please advise if you have received that submission.</p>	101065	N	<p>The submission was received and was considered.</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Consultation	I was unable to get to the fixed consultation days and disappointed not to find the advertised display in Peterborough central library, despite asking staff where it was - which simply led me to a hidden small heap of response forms and one photocopy of the non technical summary. This felt to me awfully reminiscent of the 1990s Vicar of Dibley sketch on the new reservoir consultation (if you're not familiar with that I recommend it as a humorous but serious take on official consultation processes for new developments.)	291	N	<p>The consultation documents were available to view, free of charge, for the duration of the consultation period at the following inspection locations:</p> <ul style="list-style-type: none"> • Sacrewell Farm and Country Centre - Thornhaugh, Peterborough • Peterborough Central Library - Broadway, Peterborough • Haycock Hotel - Wansford, Peterborough <p>The Applicant made the consultation brochure, consultation response form, PEIR, PEIR Non-Technical Summary (NTS), options consultation report, section 47 notice and section 48 notice available to view. These were also available to view on the scheme website.</p>
Consultation	There has been very little information about the consultation in the area. More could have been done to involve parish councils who could, in turn, have been able to utilise local information channels such as parish news letters/magazines etc.	344	N	Highways England has involved and cooperated with parish councils and local authorities to disseminate consultation information through their own existing communication channels. We invited elected members of host local authorities and members of parish councils (the boundaries of which include the Scheme) to a preview event, where appropriate attended parish council, local group and local forum meetings, and carried out consultation with interested parties, stakeholders and the local community.
Consultation	As a resident of Sutton I have asked many questions of HE which they have not responded to at all or not in full therefore making the consultations largely meaningless.	416	N	Highways England has responded to all questions as far as possible. All comments received have been considered as part of the statutory consultation process and the design has changed as a result of feedback from the consultation.
Consultation	It would have been better to be able to talk to someone who could do more than recommend that I fill an online form in.	246	N	Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008). The team at the consultation events are from a

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				variety of departments across the Highways England team and are experienced in their field and in the Scheme and were available to answer questions.
Consultation	You're not listening to the local residents' input, or certainly not reacting favourably to it.	100591	N	All comments received as part of the 2018 statutory consultation have been taken into account and the Scheme has been amended as a result of feedback from the consultation.
Consultation	I would say that I am appalled at how 'unprofessional and apathetic some members of highways england have portrayed themselves at local meetings. I know it is difficult to listen to a hundred voices at the local presentations. However, it was for Highways England to manage Questions and Answers and not to just stand or sit their completely still. Training is required of their staff in relation to 'Verbal Presentations'.	100246	N	Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008). The team at the consultation events are from a variety of departments across the Highways England team and are experienced in their field and in the Scheme.
Consultation	A longer timeframe, perhaps over a month, would have been better for a project of this complexity.	376	N	There were four consultation events held during the statutory consultation period which ran between Tuesday 18 September and Monday 12 November 2018. Further details can be found in the Consultation Report (TR10039/APP/5.1).
Consultation	Would like specific feedback on how the consultation process has altered HE's original intentions for this project prior to public consultation.	100704	N	Following statutory consultation, Highways England has analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes were made to the Scheme design, including development of a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. The 2020 design has been reviewed against the 2018 design and environmental and economic

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				factors considered, as well as the complexity of the scheme, construction effects and traffic levels. Further targeted consultation on the revised design was held in 2020 and a Scheme Update Brochure was provided. Following feedback further changes have been made resulting in the Scheme that is presented in the DCO application. Further details can be found in the Consultation Report (TR10039/APP/5.1).
Consultation	It should be mandatory that every household fills in the Consultation documents. Clearly where the person lives is critical to the ultimate design of the new road system.	100592	N	Participation in consultation is on a voluntary basis. Participation cannot be forced, not all residents want to participate in the consultation.
Consultation	The consultation should be continued periodically to ensure that HE listens to local people and not just goes ahead with what it wants to do irrespective of local opinion and listen to arguments concerning costs and impacts of alternative proposed routes. We have to live here after the construction work, HE does not!	100640	N	There have been three consultations held since 2017. A non-statutory consultation in 2017 where three scheme options were presented, in order to assist with selection of a preferred route. Feedback from this first options consultation and further assessments influenced selection of a preferred route (an amended version of option 2). In 2018 statutory consultation was undertaken to consider the preferred route. As a result of feedback from the 2018 statutory consultation the Scheme was amended, and Scheme Update Brochure was provided in 2020 to update the local community and stakeholders on the changes to the Scheme. Further details can be found in the Consultation Report (TR10039/APP/5.1).
Consultation	Would like specific feedback on how the consultation process has altered HE's original intentions for this	100704	N	There have been three consultations held since 2017.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	project prior to public consultation.			<p>A non-statutory consultation in 2017 where three scheme options were presented in order to assist with selection of a preferred route. Feedback from this first options consultation and further assessments influenced selection of a preferred route (an amended version of option 2). In 2018 a statutory consultation was undertaken to consider the preferred route. As a result of feedback from the 2018 statutory consultation, the Scheme was amended, and a Scheme Update Brochure was provided in 2020 to update the local community and stakeholders on the changes to the Scheme.</p> <p>Further details can be found in the Consultation Report (TR10039/APP/5.1).</p>
Consultation	<p>I was told at the roadshow that this form of submission was acceptable.</p> <p>Are the individual submissions going to be posted online to review?</p> <p>It is normal for this to be done in order for submissions to be reviewed for to establish common ground?</p>	101065	N	All of the comments received in the 2018 and 2020 consultations have been included in this document (or other annexes) together with Highways England's response.
Consultation	A longer timeframe, perhaps over a month, would have been better for a project of this complexity.	376	N	Highways England undertook statutory consultation on the Scheme between Tuesday 18 September and Monday 12 November 2018.
Consultation	In these days when a majority of people have internet access more could possibly have been made of that approach.	100	N	We will take the feedback onboard. Letters sent for the consultation included a link to the Scheme webpage, which made available all the consultation information. Further details can be found in the Consultation Report (TR10039/APP/5.1).
Consultation	The parishes to the north of the A47 in Barnack Ward	101010	N	In September 2018, the Applicant wrote to people in

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	received no notification because of your arbitrary use of a 1-mile cut-off. As we almost all use Sutton Heath Road to go west it is important that we are consulted.			<p>the consultation zone to share information about the statutory consultation and the proposals. The consultation zone was developed by the Applicant to include areas that would be directly affected by the Scheme and is deemed an appropriate approach for the size of this Scheme and its anticipated effects.</p> <p>The statutory consultation was also advertised more widely through a range of channels including advertisements in appropriate local and national newspapers, via the Scheme webpage, the media, direct communications and project updates. Further details can be found in the Consultation Report (TR10039/APP/5.1).</p>
Consultation	Perhaps there could have been more publicity to make people in Stamford area aware.	380	N	<p>In September 2018 the Applicant wrote to people in the consultation zone to share information about the statutory consultation and the proposals. The consultation zone was developed by the Applicant to include areas that would be directly affected by the Scheme and is deemed an appropriate approach for the size of this Scheme and its anticipated effects.</p> <p>The statutory consultation was advertised more widely through a range of channels including advertisements in appropriate local and national newspapers, via the Scheme webpage, the media, direct communications and project updates. Further details can be found in the Consultation Report (TR10039/APP/5.1).</p>
Consultation	I feel Highways England had decided at scheme's inception where they wanted it to be placed so all the meetings and consultations were just to placate the local people as nothing was ever going to change.	100778	N	<p>The non-statutory consultation in 2017 presented information for three route options (options 1, 2 and 3). Feedback from this first options consultation and further assessments influenced selection of a</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>preferred route (an amended version of option 2) and this route was presented at the statutory consultation in 2018.</p> <p>A number of responses to the 2018 statutory consultation suggested that a road to the north of the existing A47 would be preferred. A road entirely north of the existing A47 is not feasible due to the location of the scheduled monument. However, the feedback to the consultation resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p>
Consultation - events	I also find it frustrating to come to a consultation, talk to your people, make comments but have to then go away and write them up. Why don't you provide a way to collect them there?	100985	N	Paper copies of the feedback form could be completed and handed in at the public events. This was stated on the form.
Consultation - events	Those staffing consultation exhibitions need to be better trained. I spoke to three and got three different answers to the same question - fortunately the last knew what he was talking about in terms of the western roundabout, my principal area of concern.	225	N	<p>Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008).</p> <p>The team at the consultation events are from a variety of departments across the Highways England team and are experienced in their field and in the Scheme.</p>
Consultation - events	Staff knew few answers or were not informed.	292	N	The team at the consultation events are from a variety of departments across the Highways England team and are experienced in their field and in the Scheme.
Consultation - events	However strangely enough HE staff at the public exhibitions, when questioned, always stated that a Northern alignment was not possible because of bat roosts and listed building all of which is totally wrong and the public who attended the events were told	294	N	<p>Highways England considered a northern route, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument at Sacrewell Farm.</p> <p>Feedback to the 2018 statutory consultation</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	complete lies to justify Highways England's route choice.			<p>resulted in a change to the alignment, and a route north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction has been developed.</p> <p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument.</p>
Consultation - events	Some of the staff at the Sacrewell presentation weren't local so not aware of local issues.	100712	N	<p>The team at the consultation events are from a variety of departments across the Highways England team and are experienced in their field and in the Scheme.</p> <p>One of the purposes of the consultation events is for the project team to learn more about local issues.</p>
Consultation - events	2 members of staff were sitting in front of the banner with the width details of the cycling/riding/footpath route and wouldn't budge so I couldn't read it all!	100712	N	<p>Highways England will bear this in mind for future consultations.</p> <p>Consultation materials were also available to view online on the Scheme webpage.</p>
Consultation - events	<p>You sent a very large team to man the exhibition - it included people who were not really familiar enough with the project.</p> <p>As a consequence I overheard some incorrect information being relayed.</p>	100829	N	<p>Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008).</p> <p>The team at the consultation events are from a variety of departments across the Highways England team and are experienced in their field and in the Scheme.</p>
Consultation - events	Staff at the Wansford Haycock 'consultation' had no idea of the real issues but demonstrated fixed views.	100871	N	<p>Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008).</p> <p>The team at the consultation events are from a variety of departments across the Highways</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				England team and are experienced in their field and in the Scheme. The consultation was intended to be fair, present the facts of the Scheme and seek feedback from members of the public and other consultees.
Consultation - events	Indeed, at the early non-statutory consultation meetings, attended by parish council members and walking and cycling representatives, it seemed clear that HE staff and their consultants had extremely limited knowledge of the existing walking and cycling networks. These staff also presented a seemingly fixed route alignment and design and attempted to justify it and to limit improvements to the walking and cycling opportunities put to them because these might involve changes to the alignment and design which they already had strongly in mind.	393	N	A study of the walking, cycling and horse-riding routes has been undertaken as part of the development of the Scheme and is summarised in Chapter 12 Population and human health of the Environmental Statement (TR010039/APP/6.1).
Consultation - events	Although there were quite a number of exhibitors at the two exhibitions we attended it appeared that only one or two people were able to answer the several questions we asked. There was therefore a need to wait for a knowledgeable person to be free to assist us. Similarly the materials and exhibitors could only confirm the intentions. The exhibitions were therefore based mainly on theory rather than hard fact.	407	N	Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008). The team at the consultation events are from a variety of departments across the Highways England team and are experienced in their field and in the Scheme. The consultations are designed to give the facts of the Scheme and take into account feedback from members of the public and other consultees.
Consultation - events	I feel that I have been given misleading or deliberately wrong information by staff at the exhibitions. Answers to questions at the public meetings (specifically meeting at Wansford) were extremely poor.	408	N	Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008). The team at the consultation events are from a variety of departments across the Highways England team and are experienced in their field and in the Scheme.
Consultation -	The consultation events were packed with lots of	415	N	Highways England undertakes consultation on all

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
events	people who did not know what they were talking about. This was a real turn off for residents attending. The event in the centre of Peterborough was a ridiculous waste of money.			its major projects in line with the statutory requirements (Planning Act 2008). The team at the consultation events are from a variety of departments across the Highways England team and are experienced in their field and in the Scheme. It was important to hold an event in Peterborough it being the city closest to the Scheme.
Consultation - events	<p>A series of non-statutory consultation meetings was held earlier this year by Highways England, including the parish councils and people with special interest in and knowledge of walking and cycling networks and needs. At these meetings the participants with knowledge of the existing networks and the difficulties caused by the high traffic levels and speeds on the A47 and A1 in the wider area drew HE's attention to the existence of HD42/17 and its predecessor presentation in May 2015 to CIHT by [Editor's note: personal details removed] which stated the vision of improved WCH access which was to be required by regulation which has now become HD42/17 itself.</p> <p>Highways England and their consultants present at the meetings initially appeared entirely unaware of these documents which must regulate its conduct with respect to WCH in a large scheme such as the present one.</p> <p>They also demonstrated no knowledge of existing WCH access either along or across the A47 beyond those ways which are close to the scheme boundaries. To improve their knowledge at the subsequent meeting they were provided by a</p>	100972	N	<p>The study area for the assessment of the potential impacts of the Scheme on land use and accessibility, which includes the impacts on walking, cycling and horse riding, extends 500m from the DCO boundary (including the construction footprint), in line with the most up to date guidance in the Design Manual for Roads and Bridges (DMRB), LA 112 Population and human health. HD 42/17 was a DMRB document which was replaced in November 2019 with GG 142 (Walking, cycling and horse-riding assessment and review). This formed part of the review/analysis for the Walking, Cycling and Horse-Riding (WCH) Assessment. The WCH has been undertaken as part of the environmental assessment and the outcome is summarised in Chapter 12, Population and human health of the Environmental Statement (TR010039/APP/6.1).</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	participant with a sketch map of the area some 10km around the scheme showing existing WCH routes and 'missing links' in the existing network which under the terms of HD42/17 should be considered appropriate to provide as part of the scheme.			
Consultation - events	<p>It was a farce - purely a 'going through the motions' and tick box exercise. The HE reps were not up to speed with their facts, unable to answer questions satisfactorily and mostly fudged their way through the consultations.</p> <p>In fact 'consultations' is a misnomer. They did not 'consult' - it was mainly HE telling the public what their plans are for their already chosen route of Option 2, seemingly with closed minds to taking on board the depth of feeling of local opinion. They appeared to brush aside or disregard our knowledge of the local area and also the input of several highly specialised local experts and professionals with indepth analysis of some of the environmental and engineering issues involved.</p>	101021	N	<p>The non-statutory community consultation in 2017 presented information for three route options (options 1, 2 and 3). Feedback from this first consultation and further assessments influenced selection of a preferred route (option 2) and this route (with amendments as a result of the consultation feedback) was presented at the statutory consultation in 2018.</p> <p>Following the 2018 statutory consultation, Highways England analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes were made to the Scheme design, including development of a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. Further details can be found in the Consultation Report (TR10039/APP/5.1).</p>
Consultation - events	There was insufficient briefing given to the staff manning the exhibition with the result that incorrect information was given on occasions. Fewer staff, ie those directly familiar with the scheme would have been better. It was particularly disappointing that the Project Manager was unavailable at some public consultation venues.	101019 101037	N	<p>Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008).</p> <p>The team at the consultation events are from a variety of departments across the Highways England team and are experienced in their field and in the Scheme.</p>
Consultation - events	I would have preferred an exhibition in Caston/Ainsowrht but it's not a major issue as I drive.	100580	N	There were several exhibitions at various locations to allow people from different areas to attend. All venues used for consultation events were chosen to be compliant with the Equality Act 2010. Further

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				details can be found in Section 3 of the Consultation Report (TR10039/APP/5.1).
Consultation - events	Should have asked all those attending sessions to sign attendance sheets.	100767	N	Highways England will bear this in mind for future events.
Consultation - events	The exhibition was well manned but glossed over the destruction of ancient woodland and wildlife.	409	N	<p>At the time of the statutory consultation initial environmental studies had been undertaken and a PEIR was available on the Wansford Scheme website (see Preliminary Environmental Information Report 2018). This was also available for review at the statutory consultation events.</p> <p>This Report includes the potential impacts on ancient woodland and wildlife. A full study of the environmental impacts of the Scheme has now been undertaken and more information is available in the Environmental Statement (TR10039/APP/6.1).</p> <p>This route has been realigned since the statutory consultation and the new A47 avoids Ancient Woodland and would also have less ecological impact.</p>
Consultation – further engagement	I would be grateful if you could suggest some dates when a meeting between the interested parties can take place. I am happy to co-ordinate with the Parish Council and residents at this end. I am copying this email to [Editor's note: names removed] (Resident of the affected houses). I look forward to hearing from you.	100646	N	This comment was noted. Highways England have involved and cooperated with parish councils and local authorities to disseminate consultation information through their own existing communications channels. We invited elected members of host local authorities and members of parish councils (the boundaries of which include the Scheme) to a preview event, and attended where appropriate parish council, local group and local forum meetings, and carried out consultation with interested parties, stakeholders and the local community
Consultation –	I note I have had no reply to my question dated 3	100714	N	Highways England have responded to the query.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
further engagement	October. I understand you allow 15 working days but can someone look at this.			
Consultation – further engagement	Please keep us informed of the next stages in this process, in particular, any further details about the provision for NMU's that you are planning. We would also like to know when more detailed plans will be available, so we can comment further.	100853	N	A project update was provided in October 2020. A Project Update Brochure was circulated within the consultation zone and was and was available on the Scheme webpage as well as a plan showing the updated Scheme boundary and a Design Development Report https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/#documents .
Consultation – further engagement	I was however hoping that you would clarify how I gain access / email your 'scheme inbox'. The only item which you offered was the 'highways.gov.uk' website which my tablet 'could not find'! After spending lots of time going through various websites, my wife and I eventually came up with following e-mail address.. info@highwaysengland.co.uk. Is this the 'scheme inbox' you we referring to? If not, could you please clarify?	100878	N	The Scheme email address was provided throughout the consultation documents.
Consultation - materials	Online documents are very misleading, do not show all of the devastation you are going to cause surrounding area and communities.	101039	N	At the time of the consultation initial environmental studies had been undertaken and a Preliminary Environmental Information Report was available on the Scheme website https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/#documents . A full study of the environmental impacts of the newly aligned Scheme has now been undertaken and more information is available in the Environmental Statement (TR10039/APP/6.1).
Consultation - materials	How can anybody trying to make comments on the scheme do so without any drawings maps or layout with this online response form. This is totally unprofessional and unacceptable and brings into question the validity of the online consultation	294	N	All of the consultation materials were available on the Scheme webpage https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/#documents , including the statutory consultation brochure which included a

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	process.			plan of the Scheme.
Consultation - materials	Not able to comment as I could not find the PEIR on the website.	400	N	At the time of the consultation initial environmental studies had been undertaken and a Preliminary Environmental Information Report was available on the Scheme webpage https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/#documents
Consultation - materials	3Dvideo was interesting but a little confusing - it was not clear which way the view was showing at times and should have been slower.	400	N	Highways England will bear this comment in mind for future consultations.
Consultation - materials	Everyone else in my village seems to have been sent a booklet regarding the plans - we were not.	349	N	Highways England wrote to people in the consultation zone in September 2018. This consultee lives within the consultation zone and a letter was posted to their address. Details about the consultation zone are included in the Consultation Report (TR10039/APP/5.1).
Consultation - materials	This question is very misleading and there should be references to alternative options.	100691	N	Highways England will bear this comment in mind for future consultations. The questionnaire provided for feedback at the statutory consultation included text boxes where free text comments could be written to allow additional comments.
Consultation - materials	For instance: Do I agree/disagree with the proposal for xxxxx? I generally agree with the requirement for xxxxx, but not necessarily the specific proposal. So which box do I tick	344	N	Highways England will bear this comment in mind for future consultations. The questionnaire provided for feedback at the statutory consultation included text boxes where free text comments could be written to allow additional comments.
Consultation - materials	This question is ambiguous. Does it mean one is agreeing with the proposed scheme (as detailed in the PEIR) or with the general proposition that this section of the A47 should be dualled? It is simply not clear and the 'additional questions' issued part way through this consultation process are an unsatisfactory attempt to address this problem.	100824	N	Highways England will bear this comment in mind for future consultations.
Consultation - materials	The questions appear to be weighted in favour of positive replies - I am not sure if this is done	100823	N	Highways England will bear this comment in mind for future consultations. The questions are not

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	deliberately or the questions are just badly drafted.			intended to gauge a certain reply and are intended to be fair. The questionnaire provided for feedback at the statutory consultation included text boxes where free text comments could be written to allow additional comments.
Consultation - materials	That supplemental questions had to be issued after the statutory consultation had begun shows a potentially flawed process. While the supplemental questions may have gone some way to resolve the ambiguity inherent in the use of the words "our proposal" in Q1a, the like criticism still applies to the use of these words in other questions. Do the words "our proposal" mean the Proposed Scheme, or the broader concept of a dualled A47 between Wansford and Sutton without reference to any particular alignment? We do not know the answer and we know that many members of the public have been similarly perplexed.	378 379 386		<p>The terminology "Our Proposal" refers to the Scheme. Highways England apologises if this was not clear. The questionnaire provided for feedback at the statutory consultation included text boxes where free text comments could be written to allow additional comments.</p> <p>Following feedback from the Community Working Group, an additional two-part question (question 1c and question 1d) relating to the alignment of the route was added to the consultation response form during the statutory consultation period. To ensure the community and stakeholders had adequate time to consider the new question and provide a response, the statutory consultation was extended by two weeks to end on 12 November 2018.</p>
Consultation - materials	We found the use of a Likert scale was not particularly helpful for our response.	100892	N	Highways England will bear this comment in mind for future consultations.
Consultation - materials	The fact that plans were not part of the on-line response form makes the questions in that medium especialy difficult to answer.	101037	N	All of the consultation materials were available on the Scheme website https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/#documents including the statutory consultation brochure which included a plan of the Scheme.
Consultation - materials	A number of members from the Peterborough Cycle Forum have been in touch about your A47 scheme and are asking whether they can get hold of the WCHAR for the scheme. Is this something you can now share?	100970	N	A Walking, Cycling and Horse-Riding Assessment has been undertaken and the outcome is provided in Section 12.6 of Chapter 12 Population and human health of the Environmental Statement (TR010039/APP/6.1).
Consultation -	Because no WCHAR assessment has been	393	N	A Walking, Cycling and Horse-Riding Assessment

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
materials	provided, while design work is evidently well advanced, I consider that the process of this scheme so far is UNLAWFUL.			has been undertaken and the outcome is provided in Section 12.6 of Chapter 12 Population and human health of the Environmental Statement (TR010039/APP/6.1) .
Consultation - materials	I am disappointed that only one copy of the form was sent to my house when there are 4 residents. It's almost like Highways England do not want to hear from people.	405	N	The response form was also available online on the Scheme webpage and the form posted out to residents set out that it was available to be filled in online.
Consultation - materials	Photographs of key locations would have assisted in the description of the proposal.	342	N	Highways England have noted this comment and will bear this in mind for future events.
Consultation - materials	Why did I not get this sent directly to me?	100924	N	Highways England wrote to people living near the Scheme in September 2018. The villages included are summarised in the Consultation Report (TR10039/APP/5.1) . Highways England also wrote to identified land interests as set out in Consultation Report Annex J (TR10039/APP/5.2) at the same time. This consultee was included and was sent a letter by post.
Consultation - materials	The 3D visualisation was useful but was only an estimate of the intention and plan of the modification that were intended.	407	N	Highways England note this comment and we will bear this in mind for future consultations.
Consultation - materials	The information document did not contain the dates of the consultation exhibitions.	257	N	The Consultation Response Form stated <i>"Details about the public events and information points are available on the scheme web page or can be obtained by calling 0300 123 5000. Information can also be requested by writing to us or emailing us using the contact details provided."</i>
Consultation - materials	Do the words "our proposal" mean the Proposed Scheme, or the broader concept of a dualled A47 between Wansford and Sutton without reference to any particular alignment.	378	N	The terminology "Our Proposal" refers to the Scheme. The questionnaire provided for feedback at the statutory consultation included text boxes where free text comments could be written to allow additional comments.
Consultation - materials	I find this booklet quite complicated to understand as it highlights all the positives but does not mention any	100506	N	The brochure was designed to provide an appropriate level of detail, not too much and not too

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	negatives which need to be considered in this proposal.			little information. Consultees could find out more information on the Scheme webpage, including the PEIR.
Consultation - materials	I have read the literature available and see no mention of the Northern Aligned Route.	100506	N	<p>The non-statutory community consultation in 2017 presented information for three route options (options 1, 2 and 3). One of the route options (option 3) was a route entirely to the north of the existing road. Option 2 was chosen as the preferred route, and the proposed alignment of this option was optimised further as a result of feedback from this first consultation and further assessment. This route was presented at the statutory consultation in 2018.</p> <p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, the Scheme design has changed, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. The latest design of the Scheme was compared against the 2018 design and the environmental and economic factors, as well as the complexity of the scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the project webpage at www.highwaysengland.co.uk/A47-wansford-sutton</p>
Consultation - materials	I am also seriously concerned that this particular consultation question appears to be only on the website and is missing from the printed version of the consultation response form. That feels like an omission which is both democratically deficient and could be challenged as a failure of the consultation process.	291	N	Following feedback from the Community Working Group, an additional two-part question (question 1c and question 1d) relating to the alignment of the route was added to the consultation response form during the statutory consultation period. To ensure the community and stakeholders had adequate time to consider the new question and provide a

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				response, the statutory consultation was extended by two weeks to end on 12 November 2018. All consultees were made aware of the question as summarised in part 3.8 of the Consultation Report (TR010039/APP/5.1)
Consultation - materials	Only an inaccurate small scale plan on the website which was reused by the newspaper. Needs more detailed plan demonstrating the detail which forms part of the consultation questions! Without that the consultation is flawed and meaningless.	284	N	Highways England have noted this comment and will bear this in mind for future consultations. Detailed plans were available on the webpage, within the various documents including the PEIR.
Consultation - materials	Public Information Points at Haycock Hotel & Sacrewell Farm - Printed literature received by post states that further reference documents would be available at these places until 29th October. I visited both on 14th October - The Haycock Hotel had no literature & told me that your staff had removed everything when they packed up following the exhibition on Monday 1st October. At Sacrewell they had the two documents that I'd already received in the post & nothing else. What a waste of time!	295	N	The Applicant made the consultation brochure, consultation response form, PEIR, PEIR NTS, options consultation report, section 47 notice and section 48 notice available to view at the Haycock Hotel for the duration of the statutory consultation period between 18 September 2018 to 12 November 2018. The information sent by post had contact details of the HE team who could have been contacted to request information / raise concerns; nothing was raised at the time about missing information. Documents were also available on the Scheme webpage.
Consultation - materials	The proposal to introduce traffic signals is ridiculous. It appears to be a last-minute idea thrown into the mix and is not even discussed in the 'Have Your Say' documents.	100824	N	Following the 2018 consultation there has been changes to the Scheme design. Traffic signals do not form part of the Scheme.
Consultation - materials	As a matter of note, the 'Nene Way roundabout' is actually called the 'Sutton roundabout', but Highways England consistently gets this wrong.	100824	N	Highways England have noted this comment.
Consultation - materials	I would, however, wholeheartedly agree for the six reasons outlined in the 2017 Non Statutory Consultation Brochure (Section 3) - curiously two of those reasons have disappeared from the present	100824	N	All six Scheme objectives have been presented in the DCO application documents including in the Case for the Scheme (TR010039/APP/7.1).

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	consultation brochure.			
Consultation - materials	Confusing diagrams - would have been useful with road labels.	100827	N	Highways England have noted this comment and will look to use further labels in the future to make plans clearer.
Consultation - materials	The wording that is used is a little bit hard to understand, e.g lots of technical terms.	382	N	Highways England have noted this comment and will look at the wording more carefully for similar consultations in the future.
Consultation - materials	The display was very loaded against the environment with no thought for the community.	100863 100865	N	A PEIR was produced in 2018 and was available to view on the Scheme website as part of the statutory consultation materials. The PEIR takes into account potential impacts of the Scheme on the local community, such as from lighting, air quality, design, landscaping, population and health. Consultation was undertaken so the project team could understand and take into account local concerns in developing the Scheme design. A link to the PEIR is: https://highwaysengland.citizenspace.com/he/a47-wansford-to-sutton-statutory-consultation/supporting_documents/A47%20Wansford%20to%20Sutton%20Preliminary%20Environmental%20Information%20Report%20PEIR.pdf
Consultation - materials	Only one copy was sent per household - anti-democratic.	100871	N	The response form was also available online on the project webpage and the form posted out to residents set out that it was available to be filled in online.
Consultation - materials	This questionnaire is an insult, designed to put off most people. Diagrams are of little use. Clearly no scientists involved, no labelling, no names of roads or road numbers.	100871	N	Highways England have noted this comment and will look to make plans clearer in the future. The Scheme had been subject to many studies prior to the consultation by specialists in each field. This was summarised in the PEIR available on the Scheme webpage at the time of the consultation.
Consultation - materials	I am referring to a hard copy form in my possession and I am appalled at the fact that you have opened up an online consultation without providing any	426	N	The online consultation was made available so consultees could review the consultation documents and respond online if they wished. It

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	supporting information pertaining to the specific question whatsoever.			was also available so that people who couldn't attend the events could respond online. Following feedback from the Community Working Group, an additional two-part question (question 1c and question 1d) relating to the alignment of the route was added to the consultation response form during the statutory consultation period. To ensure the community and stakeholders had adequate time to consider the new question and provide a response, the statutory consultation was extended by two weeks to end on 12 November 2018. All consultees were made aware of the question as summarised in part 3.8 of the Consultation Report (TR010039/APP/5.1)
Consultation - materials	Again, I'm having to look at the diagram in the paper consultation booklet as you have failed to provide consistency offline and online.	426	N	Online consultation documents were the same as the documents sent out to consultees and at the consultation event. We are not aware of any issues that were raised at the time.
Consultation - materials	Response forms were withdrawn from some locations making it difficult for some members of the public to respond.	101019 378 379 386	N	The Applicant made the consultation brochure, consultation response form, PEIR, PEIR NTS, options consultation report, section 47 notice and section 48 notice available to view at the following venues for the duration of the statutory consultation period between 18 September 2018 to 12 November 2018: <ul style="list-style-type: none"> Sacrewell Farm and Country Centre - Thornhaugh, Peterborough Peterborough Central Library - Broadway, Peterborough Haycock Hotel - Wansford, Peterborough The information sent by post had contact details of the HE team who could have been contacted to request information / raise concerns, nothing was raised at the time about missing information.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Documents were also available on the Scheme webpage.
Consultation - materials	The map on p.13 of the 'Have Your Say' brochure is very confusing and uses the same green colour for two different items.	100824	N	Highways England have noted this comment and will look to avoid similar colours in the future.
Consultation - materials	The PEIR is also not easy to understand - for instance, it describes 5 areas of archaeology but provides no map to show where these areas are located.	100824	N	Highways England have noted this comment for future consultations. The PEIR does describe the locations of the 5 areas of archaeological interest. HE551494-MMSJV-EGN-000-RP-LX-00003 (citizenspace.com)
Consultation - materials	Could not see any maps on your plans.Its	100921	N	All of the consultation materials were available on the Scheme website https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/#documents including the statutory consultation brochure which included a plan of the Scheme.
Consultation - materials	Enquired at P.boro central library to pick up info - they had no knowledge.	100712	N	The Statement of Community Consultation (SoCC) was available at Peterborough Central Library during the statutory consultation period between Tuesday 18 September and Monday 12 November 2018. The Applicant made the consultation brochure, consultation response form, PEIR, PEIR NTS, options consultation report, section 47 notice and section 48 notice available to view at the library and two other inspection locations. The information sent by post had contact details of the HE team who could have been contacted to request information / raise concerns; nothing was raised at the time about missing information. Documents were also available on the Scheme webpage.
Consultation - materials	This process shows a description but no plan - keeping the consultation document separate from the detail is a barrier to comment.	385	N	All of the consultation materials were available on the Scheme webpage https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/#documents including the statutory consultation brochure which included a

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				plan of the Scheme.
Consultation - materials	The diagram doesn't make clear if there will also be a westbound exit to the filling station and Sacrewell.	101021	N	There will be a new southern arm coming from the eastern Wansford roundabout providing access for the filling station and access to Sacrewell Farm.
Consultation - materials	The fact that plans were not part of the online response form makes the questions in that medium especially difficult to answer.	101019	N	All of the consultation materials were available on the Scheme webpage https://highwaysengland.co.uk/our-work/east/a47-wansford-to-sutton-dualling/#documents including the statutory consultation brochure which included a plan of the Scheme.
Consultation - materials	Zone map, Appendix A, of Statement of Community Consultation, should have been much larger and should have incorporated Wittering village/town. Most Wittering residents will use the A47 to get to Peterborough, joining the A47 by Bedford purlieus 1.5 miles west of the A1.	100591	N	The consultation zone was defined to include the people most affected by the Scheme. The consultation zone was developed by the Applicant to include areas that would be directly affected by the Scheme. The Applicant deemed this approach appropriate for the size of this Scheme and its anticipated effects. The Statutory Consultation was advertised to a wider range of people on the Scheme webpage and in newspapers and on Twitter as summarised in the Consultation Report (TR010039/APP/5.1).
Consultation - materials	We are disappointed to see no updated constraints map has been provided (as per our previous comments), which accurately reflects all environmental constraints including the SSSI IRZs, the SSSI at Castor, updating the status of the former A47/A1 interchange CWS, and adding the Wildlife Trust nature reserve at Stibbington Pits, a key part of the Nene Valley NIA. The Nene Valley and John Clare Country schemes should also be shown.	100880	N	This comment has been noted and Highways England will bear constraints maps in mind for future consultations. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1).
Consultation - materials	The 2037 visualisation is unrealistic. By that date there will no doubt be lengthy queues at the roundabout, with a GSJ then having to be provided at great expense later on.	106	N	Traffic modelling based on traffic forecasting has been used to assess the impact of the Scheme including 2040 Design Year (15 years after opening) and is summarised further in the Transport Assessment (TR10039/APP/7.3) and Section 4 of

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				the Case for the Scheme (TR10039/APP/7.1). A local area micro-simulation model has been constructed to aid the assessment of the Wansford western roundabout as well the local roads in Wansford village. The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network. The Scheme capacity improvements reduce queue length on all approach arms of the eastern roundabout. There is an increase in queuing along the A47 westbound approach arms in the AM and PM peaks. However, the queue lengths on the other approach arms stay approximately the same or decrease. In particular, queue lengths on the A1 slip road and Old North Road approach arms decrease to minimal levels in the PM peak.
Consultation - materials	The questionnaire is misleading & there are a number of multiple questions within one enabling the statisticians to derive answers required by different agencies to satisfy criteria. There is conflicting information regarding build timescales in the printed material. Page 24 =18 months & page 26 = 2yr.	295	N	The questionnaire is designed to be as fair and non-biased as possible. The questionnaire had free text boxes to allow additional comments. The construction period will be 18 months.
Consultation - materials	Confusing labelling of roads or no labelling.	100827	N	Highways England have noted this comment and will look make the plans clearer in the future with improved labelling.
Consultation - materials	It is difficult to agree with a proposal that has so little detail and information about the precise nature of the slip road and it's projected impact on traffic queue volumes coming of the southbound carriage of the A1 at peak periods.	426	N	Traffic modelling based on traffic forecasting has been used to assess the impact of the scheme including 2040 Design Year (15 years after opening) and is summarised further in the Traffic Assessment (TR10039/APP/7.3) and Section 4 of the Case for the Scheme (TR10039/APP/7.1). A local area micro-simulation model has been constructed to aid the assessment of the Wansford western roundabout as well the local roads in

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Wansford village. The results of the model indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network. The scheme capacity improvements reduce queue length on all approach arms of the eastern roundabout. There is an increase in queuing along the A47 westbound approach arms in the AM and PM peaks. However, the queue lengths on the other approach arms stay approximately the same or decrease. In particular, queue lengths on the A1 slip road and Old North Road approach arms decrease to minimal levels in the PM peak.
Consultation - materials	I feel that I have been given misleading or deliberately wrong information by staff at the exhibitions. Answers to questions at the public meetings (specifically meeting at Wansford) were extremely poor. Specifically I was enraged at the responses to how the geological explorations were communicated as being significantly expanded to explore a wider area, when it transpired that this wider area was a marginal deviation from the "preferred route" which for many reasons is not the correct route in my opinion.	408	N	<p>Highways England undertakes consultation on all its major projects in line with the statutory requirements (Planning Act 2008). The team at the consultation events are from a variety of departments across the Highways England team and are experienced in their field and in the Scheme and would not deliberately give the wrong information.</p> <p>All comments during the statutory consultation were taken into account and the Scheme was amended. Further details can be found in the Consultation Report (TR10039/APP/5.1) and the Scheme Design Report (TR010039/APP/7.4).</p> <p>With regards to geological assessments, a detailed study has been undertaken as part of the development of the design along with proposed mitigation/ compensation measures including best practise environmental management procedures and appropriate waste management (see Chapter 9, Geology and soils of the Environmental Statement (TR10039/APP/6.1)) and the</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Environmental Management Plan (TR010039/APP/7.5).
Consultation - materials	Photographs of key locations would have assisted in the description of the proposal.	342	N	Highways England have noted this comment and will look to provide images for future consultations.
WH	<p>The demand for cycle routes</p> <p>The consultation brochure (p11) refers to cycling surveys which have been carried out at a number of locations in the area.</p> <p>The Sutton to Wansford section of the A47 is such a major barrier to cycling in the area that the present number of cycle journeys should not be taken as any indication of either present, future or potential demand.</p> <p>Recent cycle-count data should be considered irrelevant and of no value for the purpose of informing any decision concerning cycling infrastructure which is related to demand.</p>	100879	N	<p>Highways England have noted this comment. A walking, cycling and horse riding survey was undertaken and is summarised in Chapter 12 Population and human health of the Environmental Statement (TR010039/APP/6.1).</p> <p>The opinions of local people with regards to walking, cycling and horse riding as provided as feedback following the consultations has been considered.</p> <p>Connections for walkers and cyclists, an underpass will be provided at the disused railway line allowing a connection between the proposed footway/cycleway on the southern side of the Scheme and the section of Sutton Heath Road (which will become a cul-de-sac as a result of the Scheme). This infrastructure will provide a safe route for north to south trips across the A47. Further details about design, mitigation and enhancement measures are provided in Section 12.9 of Chapter 12 Population and human health of the Environmental Statement (TR010039/APP/6.1).</p>
Consultation – materials	<p>I have purposely used the online form to evaluate its quality and have had to use a hard copy Response Form to understand the questions and make my comments and decisions.</p> <p>Why is the layout, look and feel of the online form totally different to the hard copy response form.</p> <p>There is no technical reason for this difference.</p>	294	N	In support of statutory consultation with the local community, the Applicant shared the same materials online and at the consultation events.
Cost	I do not understand how the selected option could	360	N	Non-statutory options consultation was undertaken

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	have been made with any degree confidence regarding costs without the ground and pollution data being available.			<p>in 2017. This presented three options for the route of the Scheme, options 1, 2 and 3. Taking into account the feedback provided during the non-statutory options consultation, and further assessment, option 2 (building a new dual carriageway partly to the north and also to the south of existing A47) was chosen as the preferred route solving the traffic and safety issues of the existing road, having less impact on the historic environment when compared to option 3, and having less impact during construction when compared to option 1.</p> <p>The preferred route was presented at the Statutory Consultation in 2018. A PEIR was produced in 2018 in relation to the Scheme, which considered pollution and air quality. Since the Scheme design has been further developed and further assessments with regards to air quality and pollution have been undertaken and are summarised in the Environmental Statement Chapter 5 (Air Quality) and Chapter 6 (Noise and Vibration), Chapter 9 (Geology and soils) and Chapter 13 Road drainage and the water environment (TR010039/APP/6.1).</p>
Cost	Why not finance an archaeological investigation into the one SFB (sunken featured building) that prevents the north route at this point? The cost saving will be millions. This done all over the country - Why not here? Sacrewell would be an ideal home for any finds which in any event are only likely to be pottery and post holes.	101065	N	<p>The proposed alignment was further developed following the 2018 statutory consultation with a new northern alignment in the eastern part of the Scheme.</p> <p>Following discussions with Historic England the proposed alignment now passes through the south east corner of the scheduled monument. A heritage assessment has been undertaken, including as assessment of the effects on the</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				scheduled monument. The Scheme provides mitigation to protect heritage assets where appropriate. Please see Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1).
Cost	The southern alignment will require expensive compulsory purchase of more high quality agricultural land at the expense of the taxpayer, whereas the northern alignment will go on land already in public ownership, this is a criminal waste of scarce public money. The land taken up by the southern alignment is of high amenity and environmental value, unlike that of the northern route.	100803	Y	A scheme fully to the north is not possible due to the scheduled monument, however, since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design of the Scheme, including developing a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. This crosses Homes England Land. This alternate design of the Scheme was compared against the 2018 design including environmental and economic factors, as well as the complexity of the scheme construction, and traffic levels have been considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton .
Cost	The Proposed Route involves acquiring (probably compulsorily) privately owned farmland south of the existing road whereas a northern route in Sutton Parish could be accommodated on land already in state ownership. This land was originally acquired by Peterborough Development Corporation for development including the improvement of the A47. Compulsory Purchase should be totally unnecessary under these circumstances.	100829	Y	Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including developing a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction. This crosses Homes England land. This alternative design was compared against the 2018 design, and the environmental and economic factors, as well as the complexity of the scheme construction, and traffic levels have been

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				considered. The comparisons are summarised in the Design Development Report on the scheme webpage at www.highwaysengland.co.uk/A47-wansford-sutton
Cost	The Society therefore urges Highways England to reconsider the Nene Way interchange proposal from first principles and, in particular, to carry out and publish a cost benefit analysis comparing the current roundabout/traffic light proposal against the provision of a simple dumb-bell type of grade separated junction.	101038	N	The new Sutton Heath roundabout (intended to replace the existing Nene Way Roundabout) has been moved to the north. This provides a cost-effective, and fit-for-purpose junction, when compared with a grade-separated junction. See Transport Assessment (TR010039/APP/7.3).
Cost	Would the same be achieved with a roundabout + widening? Could it be cheaper?	100575	Y	The Scheme improves the existing layout by dualling the A47 and providing a free flow link from A1 southbound to A47 eastbound.
Design	The southerly route is too near houses in Sutton and to the river.	101020	Y	Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, so that the Scheme now includes a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction.
Design	I would hope that the enlargement of the roundabout will give drivers travelling west a better view of drivers travelling east and wishing to turn right into Nene Way.	100694	N	Nene Way roundabout will be relocated (the new Sutton Heath roundabout) as part of the Scheme design and will provide a new link to the south that will connect with the Nene Way road.
Design – access	Residents in Wansford will face difficulties trying to exit the village at peak times.	100454	N	With regards to exiting Wansford via Old North Road, forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				On the Old North Road approach, arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).
Design – access	However, if the dualling were to go ahead it is extremely important that Sutton should have safe and convenient access both along and across the A47 between Sutton and Wansford.	393	N	The Scheme will make easier the connection of both villages through the new dual carriageway.
Design – access	At a consultation one of your team was quite dismissive about the volume of traffic leaving Wansford and thought we could use other routes to go East or North – we can't.	100985	N	<p>The Scheme design is based on the forecast of traffic figures and will not lead to congestion along the new dual carriageway. Using the proposed A47 dual carriageway to go East or North would be the most practical option.</p> <p>With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Design – access	In the consultation one of your people suggested we go via the farm and a bridle track. I must say I was disgusted by this idea. The person had no idea about road bikes, riding a specialised time trial bike up a	100985	N	A walking, cycling and horse riding survey was undertaken as part of the Scheme and is summarised in Chapter 12, Population and human health of the Environmental Statement

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	dirt track would ruin the tyres. We need proper road access – not some pretend dirt track or ill maintained cycleway.			(TR10039/APP/6.1). The routes are shown on the Rights of Way and Access Plans (TR010039/APP/2.4). Connections for walkers and cyclists, an underpass will be provided at the disused railway line allowing a connection between the proposed footway/cycleway on the southern side of the new A47 alignment and the section of Sutton Heath Road which will become a cul-de-sac as a result of the Scheme. This infrastructure will provide a safe route for north to south trips across the A47. Further details about design, mitigation and enhancement measures are provided in Section 12.9 of Chapter 12 Population and human health of the Environmental Statement (TR010039/APP/6.1).
Design – access	Your design proposes two dedicated exit lanes from the A1 Northbound – a dedicated slip entry for eastbound traffic which does not provide entry to the roundabout at all; the other is a lane for westbound traffic which will need to enter the roundabout to travel west. This means that drivers leaving Thacker's Close to go East along the A47 will have to negotiate three lanes of traffic – one lane for those joining the A1 North, and two lanes for those leaving the A1 . It is clear that the increased delays and risks introduced by your design for Thacker's Close residents will be significant.	100589	N	The dual exit lanes are no longer part of the (2020/2021) design of the Scheme. No modifications are proposed to the A1 Northbound exit. Improvements west of the current A1 are not part of the project scope.
Design – access	I also have concerns for access of emergency vehicles leaving these houses which may be forced to take a much longer route.	372	N	The Scheme has now been amended and the improvements in this area are no longer proposed. There will be no impact on these properties.
Design – access	As currently planned, access to and egress from (particularly the latter) the Old North Road for residents along that cul-de-sac and in Thackers Close, which is already difficult at peak hours, will be	225	Y	Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have

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	considerably more dangerous, simply because traffic in both directions will be facilitated to travel at higher speeds - no notice is currently taken of the "slow" signs in the road coming off the A47 onto the A1 north slip road. Residents have no other option but to access both the A1 and the A47 by way of this slip road.			been made to the design of the Scheme. The dual exit lanes are no longer part of the Scheme. No modifications are proposed to the A1 Northbound exit. Improvements west of the current A1 are not part of the project scope.
Design – access	Exiting Old North Road onto the roundabout is already very difficult and relies on someone turning left into Old North Road and/or the traffic lights on the eastern roundabout which creates a gap in traffic flow. If the current single lane into the roundabout is dualled/widened and the traffic lights on the eastern roundabout are removed then it will be virtually impossible and certainly highly unsafe exiting the Old North Road.	100704	Y	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design of the Scheme.</p> <p>With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Design – access	Without some sort of traffic control, it will be impossible to get out of the Old North Rd, Wansford, on to the roundabout. It will also be difficult for traffic flowing east on A47 from Leicester to access the roundabout and is likely to 184ongestion already 184ongesti queue problems. This also occurs in the morning rush hour period and results in traffic doing a rat run from A47 into Wansford along Old Leicester Rd and then approaching roundabout via Old North	355	N	Traffic modelling analysis shows that, in terms of daily traffic there is a slight decrease in traffic through the Wansford Village in the future year scenarios when compared to the existing situation. Overall a large proportion of the traffic growth will come from the wider area rather than Wansford village, this will create an increase in traffic on the strategic A1 and A47 roads and therefore reduce the available capacity for through traffic side road

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	Rd.			<p>movements at intersecting junctions. Since the introduction of the 20mph speed limit zone the analysis of the observed traffic data shows that there is a slight reduction in traffic during the peak hours although the Inter Peak 13:00 to 14:00) remains the same.</p> <p>The combination of these factors reduces the attractiveness of Old North Road, as well as other roads in Wansford village, for daily through traffic movements.</p> <p>It is therefore considered that the scheme will not cause an overall increase in daily rat-running through Wansford Village compared with the existing situation, although there will be an increase in through traffic during the AM peak hour. See the Transport Assessment (TR010039/APP/7.3).</p>
Design – access	As a home owner in Thacker's Close I require access across the northbound slip road. This is already an exercise requiring great concentration and care. If a central island is created between the slip roads to enable us to turn right up to the western A47 roundabout, we would be very vulnerable to fast moving, often very large vehicles, on either slip road. If we are forced to turn left and travel all the way to Stamford before exiting the A1 and rejoining to come back down to join the A47 we will be traveling for an additional 15miles.	372	Y	Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design of the Scheme. The dual exit lanes are no longer part of the Scheme. No modifications are proposed to the A1 Northbound exit. Improvements west of the current A1 are not part of the project scope.
Design – access	Sacrewell does not really need an access road as it can be accessed by turning at the roundabout. I am not sure many would use the link road to access the petrol station.	100814	N	Due to the alignment of the new A47 a dedicated access is being provided to provide safe access Sacrewell Farm. The link road to the petrol station is required to ensure traffic can safely get back onto A47.
Design -	There are 4 properties at the northern end of this	100516	N	A new dedicated access road is being provided for

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Access	proposed sliproad. The sliproad will make it very difficult for residents of these properties to access the A1, especially at peak times. Special arrangements for these properties need to be put in place.			these properties, as part of the Scheme.
Design - Access	The issue is that currently the only vehicular access to these houses is directly onto and from the A1. Residents already find it difficult to access the A1, particularly at peak times, due to volume of traffic. Often they only manage to access the A1 at all because vehicles already on the road will move over into the fast lane to make room for them. If the proposed new slip road is built, which seems likely, then accessing the A1 from these houses is likely to become almost impossible, as vehicles in the slow lane of the A1 will be intent on exiting onto the new slip road (the entrance to which will be very close to the houses). This issue has been brought to the attention of Thornhaugh Parish Council by residents and we believe they have a valid concern.	100646	N	A new dedicated access road is being provided for these properties, as part of the Scheme.
Design - Access	The proposed link road would make it impossible to provide Sacrewell Farm and Country Centre with a stage carriage public bus service, whose provision would be consonant with the need to reduce traffic levels and carbon emissions, to implement national and Peterborough transport and environmental policy.	393	N	The access to Sacrewell Farm is a private access. The proposed link to Sacrewell has sufficient head room for a single decker bus service. However, it is not within Highways England remit to determine bus routes.
Design – access	1. There is no safe route across the new A47 to link Sutton and Wansford with Southorpe and beyond. (Crossing at the Nene Way/Upton roundabout will be very hazardous and the underpass to Sacrewell will not provide a south-north link). 2. An east-west route which passes under the A1 is not fully accessible to all users due to a 15% gradient immediately west of the A1 (between points 2 and 3 on the plan.	231	Y	Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, the changes have been made to the design of the Scheme. The Scheme design includes a relocated roundabout at the eastern end of the Scheme, that directly connects the A47 to a new link to Sutton Heath Road, proving a connection to Southorpe and

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				<p>beyond.</p> <p>The existing access to Sacrewell Farm is to be closed for safety reasons and a new safe access provided. The only way to provide a safe access to Sacrewell Farm is to via a new underpass beneath the new A47.</p> <p>The Scheme will include a new walking and cycling route connecting Wansford to Sutton. This includes a new underpass at the disused railway to connect to Sutton Heath Road. The shared cycle track will be extended eastwards as part of the Scheme to enable it to connect to the proposed new shared footway/cycleway that will run east to west parallel to and to the south of the A47. The new section of shared cycleway/footway will be segregated from the carriageway of the new link road serving Sacrewell Farm.</p> <p>Improvements to the existing route under the A1 are not within the scope of the Scheme.</p>
Design – access	What consideration is being made for A47 westbound -> A1 northbound provision? The existing slip road is extremely poor, with a very tight turn, and frequently forces traffic on the northbound A1 to move out suddenly. Combined with the incline at this location, this frequently creates a bottleneck and has led to accidents.	87	N	No modifications are proposed to the A1 Northbound exit. Improvements west of the current A1 are not part of the project scope.
Design – access	The proposal does not seem to have given any consideration for the access and likely movement needs of local farm vehicles and agricultural machinery supporting the significant agricultural activity in the proposed route.		N	Landowners and tenants have been consulted as part of the 2018 statutory consultation and subsequent consultations and engagement.
Design – alternative	Option 2 revised (and further revised), is not the best way forward. The route, should this project proceed	225	Y	The non-statutory options consultation in 2017 presented information for three route options.

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	at all, should undoubtedly be entirely to the north of the existing A47, as this is not only the lowest cost option, but also preserves the valley and flood plain; and indeed unknown archaeology, which is pertinent to the point of the status of the Scheduled Monument at Toll Bar Field, which needs to be resolved. It was revealed by aerial photography many years ago but no work has since been undertaken upon it and under what criteria it is "demonstrably of national importance" (the 1979 Act) is unknown. If the area covered by the Scheduled Monument cannot be sufficiently reduced to allow the new road to skirt its southern perimeter then the new road should pass around it and then revert back to the northern route.			<p>Feedback from this first consultation and further assessment influenced the preferred route and this preferred route (with some amendments based on consultation feedback) was presented at the Statutory Consultation in 2018.</p> <p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design. The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. A heritage assessment has been undertaken and the Scheme provides mitigation to protect heritage assets where appropriate. Please see Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1).</p> <p>The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.</p>
Design – alternative	b. The road should be built abutting the Southern boundary of the Scheduled Monument moving the road the road further from the River Nene, reducing the impact on the County Wildlife Site and then continue North of the existing A47 therefore protecting ancient woodland and identified archaeology.	100906	Y	<p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. A heritage assessment has been undertaken and the Scheme provides mitigation to protect heritage assets where appropriate. Please see Environmental Statement Chapter 6 Cultural</p>

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				Heritage (TR010039/APP/6.1). The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.
Design – alternative	suggest you go north of A47 from Sutton roundabout to A1. Why not go north of existing A47 all the way which only takes up your land.	100712	N	Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design. The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction. Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument.
Design – alternative	The Northern Route has not been explored enough and we feel should be looked into further as this is not making any sense to us why this is not the preferred route!	100834	Y	As a result of that feedback from the consultation, we have considered a northern route, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument at Sacrewell Farm. The finalised Scheme is partially coincident and largely to the north of the existing A47. Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design. The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>A47/Nene junction.</p> <p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument.</p>
Design – alternative	It is apparent that the integrity of the landmass to the South of the A47 would be compromised by the works proposed. There is evidence of subsidence further East on the slip-road from the A47 up to Peterborough Road approaching Castor.	410	Y	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>An assessment of the ground conditions along the route is provide in the Environmental Statement Chapter 9, Geology and Soils (TR010039/APP/6.1).</p>
Design – alternative	There should be a northern alignment away from the sensitive Nene River Valley area. This would mean no destruction of ancient Oak trees, and reduction in tree removal generally.	182	Y	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.</p>
Design – alternative	If the area covered by the Scheduled Monument cannot be sufficiently reduced to allow the new road	225	Y	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with</p>

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	to skirt its southern perimeter then the new road should pass around it and then revert back to the northern route.			<p>key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument.</p>
Design – alternative	A bridge or underpass (as Sacrewell Farm) could be constructed over or under 'the scheduled monument.	100402	N	<p>The scheduled monument is a protected feature. Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. The proposed access to Sacrewell Farm is not within the scheduled monument.</p>
Design – alternative	It would be sensible to keep the old A47 for local traffic, as we all use the Doctor's surgery in Wansford.	101022 101036	N	<p>The Scheme uses some of the existing A47 to create a new link with Peterborough Road.</p>
Design – alternative	ALL the new route should be to the north of the existing A47, making use of the existing mature hedge/woodland to screen the dual carriageway from the old road.	344	N	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument.</p>

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Design – alternative	A completely new A47 and A1 intersection North of Wansford is preferable. The northern route as proposed by Wansford Parish Council is preferred retaining the existing A7 as a local feed route.	234	N	<p>Improvements west of the current A1 are not part of the project scope.</p> <p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. The existing A47 is retained in some parts as part of Non-motorised Users (NMUs) access.</p>
Design – alternative	The farmland taken by the proposed route is of higher quality than would be taken by a the completely northern route. Although the eastern section of the proposed route has been moved to be close to the south side of the existing A47, it would still be closer to the flood plan than currently and would impact a more diverse ecosystem than the entirely northern route.	344	N	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. The proposed alignment avoids ancient woodland</p>

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				and has less ecological impact than the Scheme shown at consultation in 2018.
Design – alternative	This should be sliproads with the nene way road going under to join the 193onges heath road the reasons for this are 1.free flow of traffic, less congestion 2. Less pollution	365	N	Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including relocating the Nene Way roundabout. The new Nene Way Roundabout location (the Sutton Heath roundabout) has direct access with Sutton Heath Road and south to Nene Way Road and Peterborough Road.
Design – alternative	Ideally we need a discrete Sutton Heath Road east bound road that does not intersect with the bottom part of the Upton Farm road i.e. it feeds directly onto the A47 eastbound .. but is capable of taking westbound traffic en route (via O) back to S.H. Road direction Southorpe/Marholm.	100592	N	Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including relocating the Nene Way roundabout. The new Nene Way Roundabout location has direct access with Sutton Heath Road and south to Nene Way Road and Peterborough Road.
Design – alternative	If the a link was put in place from the Sutton/Castor Ailsworth minor road junction allow traffic directly onto the A47 westbound to the east of this roundabout then there would be no requirement for traffic light control and the traffic flow would be almost continuous.	101065	N	Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including relocating the Nene Way roundabout. Peterborough Road (and therefore Ailsworth) is linked to A47 via a connection, formed of the existing A47 and a roundabout to replace Nene Way roundabout to the west (proposed Sutton Heath roundabout).

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Design – alternative	If the Nene Way Roundabout is left in place then accessing Sutton Village from it seems one solution; linking the village to a flyover dumbbell roundabout would work equally well.	100589	N	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including relocating the Nene Way roundabout.</p> <p>Nene Way roundabout is to be relocated to its west (proposed Sutton Heath roundabout), linking Ailsworth, Wansford, Upton and Southorpe.</p>
Design – alternative	I would prefer this to be a grade separated junction so as to speed the flow of traffic on the A47 and segregate further trunk road traffic from local traffic.	107	N	As set out in the Scheme Assessment Report (Scheme Assessment Report 2018), although this option showed improved journey times, it was discounted as a grade separated junction would be more expensive and more environmentally intrusive than the proposed solution. Traffic modelling also suggests the proposed solution under the Scheme is more appropriate.
Design – alternative	If the new dualled road was built to the north, then the roundabout could be obsolete as there could be slip ways considered from the local road of the old A47 A lot better solutions are available for Highways England to consider for the long term, rather than the short term.	405	N	A road entirely north of the existing A47 is not feasible due to the location of the scheduled monument.
Design – alternative	I would guess that all of the inhabitants of Upton would want to see a design where the current 'rat run' from Langley Bush Road through to the roundabout is permanently curtailed. This 'run' is a farm road and should, I believe, be 'gated off' at L.B. Rd so that there is a one way flow southward from Upton .. only!	100592	N	Langley Bush Road is to be connected to A47 via a new link from Sutton Heath Road, and the farm road is to be closed off to public access.
Design – alternative	Nene Way roundabout should be re-positioned in line with the new A47 taking the Northern route along/above the existing A47.	400	Y	The Scheme as submitted is partially coincident and largely to the north of the existing A47, and the new roundabout (proposed Sutton Heath

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				roundabout, which replaces the Nene Way roundabout) is positioned in a location in line with the existing A47.
Design – alternative	When Castor bypass was built, the Highways Agency used a bridge for the Eastern entry/exit to Castor and Ailsworth. Why is a similar approach not now relevant for the Western village entry/exit? It could be linked with a more sensible road alignment to minimise its impact.	100589	N	As set out in the Scheme Assessment Report (Scheme Assessment Report 2018), although this option showed improved journey times, it was discounted as a grade separated junction would be more expensive and more environmentally intrusive than the proposed solution. Traffic modelling also suggests the proposed solution under the Scheme is more appropriate.
Design – alternative	There is a real opportunity to get rid of the roundabout and have an underpass connecting Upton and the Sutton Heath Road with Sutton and Castor and Ailsworth which would also give access to WCHR. Why are you not putting this option forward.	416	N	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including relocating the Nene Way roundabout.</p> <p>The relocation of Nene Way roundabout (as the new Sutton Heath roundabout) in the latest design of the Scheme, as well as the new connection between the roundabout and Sutton Heath Road, provide good connectivity.</p>
Design – alternative	Could there be a slip road into Sutton Heath Rd directly off the E bound carriageway.	100692	N	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including relocating the Nene Way roundabout.</p> <p>There will be a connection between the new location of the Nene Way roundabout (the proposed Sutton Heath roundabout) and Sutton Heath Road.</p>
Design – alternative	These proposals involve trade-offs in construction, add a significant lay-by, remove the need for traffic	101065	N	This comment was noted - no changes recommended.

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	light flow control at the Nene Way Roundabout, hugely improve the flow through Wansford East and West Roundabouts, remove the Wansford 'rat race', The Lorry Park flood plain road and Wansford East connection represents a large cost to engineer (both the Anglia Water pumping station and the Service Station have had costly engineering work to counter foundation slippage and subsidence), and result in improved access to and from Sacrewell, the Service Station(A47 east and west bound) and fully utilise the Sacrewell under pass. The slip road changes to carry the A1southbound to A47 Eastbound would enable a direct Sacrewell route, the proposed second link from A1 south to A47 Wansford East would not be needed and the full width of that existing slip road could be used for traffic accessing the A1 South from Wansford East, reducing on removing engineering works on that slip road.			
Design – alternative	Whatever happened to the intention to upgrade the A47 to expressway standard?	106	N	This Scheme is not defined as an expressway standard road.
Design – alternative	You may be aware that the residents of Overend suffer from their village being used as a rat run for traffic coming from the west on the A605 and wishing to go north on the A1. Instead of following the A605 to the junction with the A1 and joining the A1 at that point they are leaving the A605 and coming through Elton in order to take the Wansford Road north and join the A1 at the Stibbington fly over. This has led to a significant increase in traffic through the village with consequent environmental and safety issues. I believe that it is part of Highways England's strategic planning that the section of the A1 between Peterborough and Stamford should be upgraded to Motorway standard. This would entail closing the	100768	N	<p>This is not within the scope of the Scheme - the aim is to upgrade the A47 route, and any alterations to the A1 are as a result of related improvements needed on the A47.</p> <p>Traffic modelling analysis shows that, in terms of daily traffic there is a slight decrease in traffic through the Wansford Village in the future year scenarios when compared to the existing situation. Overall a large proportion of the traffic growth will come from the wider area rather than Wansford village, this will create an increase in traffic on the strategic A1 and A47 roads and therefore reduce the available capacity for through traffic side road</p>

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	<p>Stibbington access. The obvious point for the resident's of Stibbington to join the A1 would then be the new roundabout at Wansford. The design of the new road arrangements at Wansford should therefore allow for the provision of this access route from Stibbington in the future. This would involve a bridge over the River Nene which could be incorporated as part of a new motorway bridge for the A1.</p> <p>Please will you look at the long term implications of upgrading the A1 to Motorway, closing the access at Stibbington and providing access for Stibbington residents to the A1.</p>			<p>movements at intersecting junctions. Since the introduction of the 20mph speed limit zone the analysis of the observed traffic data shows that there is a slight reduction in traffic during the peak hours although the Inter Peak 13:00 to 14:00) remains the same.</p> <p>The combination of these factors reduces the attractiveness of Old North Road, as well as other roads in Wansford village, for daily through traffic movements.</p> <p>It is therefore considered that the scheme will not cause an overall increase in daily rat-running through Wansford Village compared with the existing situation, although there will be an increase in through traffic during the AM peak hour. See the Transport Assessment (TR010039/APP/7.3).</p>
Design – alternative	Moving the A47/A1 junction north of Wansford village is a better option to minimise traffic nuisance adjacent to and in the village.	100404	N	Improving the Wansford eastern roundabout and including the A1-A47 free-flow slip road is a proportionate intervention; moving the A47/A1 junction would require extensive realignment of both roads, leading to great disruption to the Wansford area.
Design – alternative	To smooth traffic flow is onto the northbound A1 the slip road should be extended in a northerly direction. The existing tight curve of slip road, short section of slip road to merge onto A1 and slight gradient of A1 at this point mean HGVs struggle to join the A1 smoothly and safely (and other traffic at peak times). Extend the length of sliproad available to merge with the north bound A1 as part of this scheme.	380	N	Improvements to this slip road are not within the scope of the Scheme.
Design – alternative	The attached plan and description proposes that the lorry park road connection be removed and an alternative is suggested. The Sacrewell access is	101065	N	No lorry park is proposed as part of the Scheme. A1 south traffic would access A47 West using the existing Wansford western roundabout. The new

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>changed to use the A1 S slip road which is extended and the old A47 used as as a slip onto the new A47westbound carriageway through the Sacrewell underpass and the new Sacrewell access to the A47eastbound Carriageway. The service station is served in the same way.</p> <p>The A1 south traffic seeking the A47 west could use the Sacreweli underpass to access the A47West. The cost of the Sacrewell Underpass is undoubtedly high so this utilisation would greatly enhance its cost benefit. The access to Sacrewell and the Service Station from Sacrewell and the Service Station to the A47 east and west are be dealt with within these proposals.</p> <p>The cost of engineering the Lorry Park access to Wansford East Roundabout, through low lying flood plain soils with the river bank 'build up', would be removed and the north side road engineering through lime stone soils would be very much less. This cost reduction would meet the engineering extension to deal with, both the east and west bound A47 traffic through the Sacrewell/Service Station access modifications.</p> <p>Dealing with the A47 westbound traffic out of Peterborough, the Wansford East roundabout could service A1 south bound traffic in the outside lane and the nearside carriageway on the roundabout could be a 'straight through' lane in much the same way as the A1 north traffic seeking the A47 Eastbound at the Wansford West roundabout as shown in the current proposal.</p>			<p>Sacrewell Farm access as part of this link. Sacrewell Farm is not designed for the volume of traffic if it were part of an A47/A1 link. The Wansford eastern roundabout already connects A47 Westbound to A1 southbound; the benefit of adding a dedicated slip-road is not proportionate to the additional cost, especially when considering the magnitude of the other works proposed in the area.</p> <p>The Sacrewell link comes from the A47 roundabout, so there is not an additional 'stop' for the users of the A47 carriageway.</p>

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	A major road would not be repeatedly stopped for the sake of small traffic inputs from Sacrewell or the Service Station through the proposed lorry park road.			
Design – alternative	The best solution would be to make use of old railway track and go under new dual way to come upon Sutton Heath Rd. This would avoid trying to navigate, what will be a very dangerous Nene Way roundabout.	100697	N	<p>The old railway track will form part of a non-motorised user (NMU) link as proposed in the latest (2020/2021) Scheme design.</p> <p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including relocating the Nene Way roundabout. This roundabout (proposed Sutton Heath roundabout) will be designed to meet the latest Highways England standards. Please see Scheme Design Report (TR010039/APP/7.4).</p>
Design – alternative	This is a positive step, but only makes sense if there is reciprocal action taken to let the returning A47 westbound traffic avoid the 2 Wansford roundabouts and get back on the northbound A1.	105	N	The physical space constraints make such a reciprocal link infeasible to construct.
Design - alternative	The slip road should have two lanes for most of its length; the current single-lane design will still mean traffic backs onto the A1 as it slows to be behind a much slower vehicle.	87	N	The link is free flow, so even if a large vehicle inhibits full acceleration of faster vehicles, it is not anticipated that this would create back-ups. Traffic modelling has been used confirming there won't be any queues on the A1 from this new link, see the Transport Assessment (TR010039/APP/7.3).
Design - alternative	<p>What consideration is being made for A47 westbound -> A1 northbound provision? The existing slip road is extremely poor, with a very tight turn, and frequently forces traffic on the northbound A1 to move out suddenly. Combined with the incline at this location, this frequently creates a bottleneck and has led to accidents.</p> <p>At a minimum, the sliproad onto the A1 northbound</p>	87	N	Any work to the Wansford western roundabout joining the A1 northbound are not within the project scope.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	should be made straight and much longer, effectively providing a third climbing lane up to the top of the incline near the current Shell/Starbucks location. (Indeed maintaining a third lane all the way up to this location would make a great deal of sense.)			
Design – flyover	Replace with single flyover, relatively little traffic diversts from A47 or joins it at this point.	100258	N	The proposed free flow link will improve the capacity of the traffic movements from A1 southbound to A47 eastbound. Traffic modelling has confirmed this as the appropriate solution - see the Transport Assessment (TR010039/APP/7.3).
Design – slip road	I notice that the new free flow slip is two lanes wide; the eastern or 'inside' lane could be for A47(E) movements, and the western or 'outside' lane could lead to the roundabout for all other movements. This would improve things as not only would the new free flow slip be of a more modern standard than the original, which contains a rather sharp curve, which would enable exiting traffic to flow better, it would also remove the possible confliction between two junction exits located so close together.	108	N	The new free flow link is a single lane with hard shoulder that will connect A1 southbound with the A47 eastbound. The existing off slip that connects A1 southbound with A47 roundabout will be retained for vehicles travelling the A47 west or to Sacrewell.
Design – slip road	Could it not be a combined reprofiled slip road splitting at its narrowest point some 50m from the existing roundabout	100508	N	The design of a fork lane was analysed and discounted due to safety concerns. The length of the slip road doesn't allow for an appropriate design.
Design – slip road	The slip road should have two lanes for most of its length; the current single-lane design will still mean traffic backs onto the A1 as it slows to be behind a much slower vehicle.	87	N	The new free flow link is a single lane with hard shoulder that will connect A1 southbound with the A47 eastbound. Traffic modelling proved that no congestion will be created in the A1 southbound as a consequence of this new link, see the Transport Assessment (TR010039/APP/7.3).
Design – slip road	There isn't enough detail about the precise nature of the slip road and it's projected impact on traffic queue volumes coming of the southbound carriage of the A1 at peak periods. The prime objective, when considered against realistic traffic flow projections is		N	Traffic modelling proved that no congestion will be created in the A1 southbound as a consequence of this new link, see the Transport Assessment (TR010039/APP/7.3).

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	that of safety - eliminating dangerous queueing off the A47 slip road and onto the A1 main carriageway. I cannot endorse your proposal based on such scant data.			
Design	Where possible lay-by's and lorry parking facilities be provided and any redundant road space be used for this purpose.	100647	N	Highways England provide an appropriate number of lay-bys across the network. In accordance with the standards, additional laybys are not needed, and the Scheme is not looking to provide additional laybys in an attempt to discourage antisocial activities e.g. fly tipping. There are existing lay-bys at both ends of the Scheme. Providing more places for lorries and trucks is not within scope of Scheme.
Design – The Drift	The ludicrous current proposal will only provide access in the longer term via a single road (Nene Way), which gets clogged with mud and detritus from farm vehicles during the winter months.	426	N	The design of a fork lane was analysed and discounted due to safety concerns. The length of the slip road does not allow for an appropriate design.
Design – The Drift	I am concerned that this closure will encourage the 'travellers' to move in and disrupt our lovely village.	101022	N	Highways England are considering mitigations regarding this concern and are in discussion with Peterborough Council.
Design – The Drift	I am concerned that the closure of The Drift will mean Nene Way is the only access to Sutton Village.	404 402	N	The access from A47 to Sutton will be through the new link and via Nene Way.
Design – The Drift	How do cyclists and pedestrians access the new quieter road? The drift becomes a dead end which is unnecessary.	100401	N	Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including a section of the alignment being moved to the north. The Scheme now provides for The Drift (at Sutton) to be linked to the A47 via the relocated Nene Way

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				roundabout (proposed Sutton Heath roundabout). Part of it will be closed to traffic and just used as a walking and cycling route (see Chapter 12 Population and Human Health of the Environmental Statement (TR010039/APP/6.1)).
Design – The Drift	By implementing the North route option, the Drift would remain open – giving important alternative access to and egress from Sutton village. It would not disrupt the existing A47 and would make it easier to be incorporated into the proposed bicycle and bridle ways.	410	N	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including a section of the alignment being moved to the north.</p> <p>The Scheme now provides for The Drift (at Sutton) to be linked to the A47 via the relocated Nene Way roundabout (proposed Sutton Heath roundabout). Part of it will be closed to traffic and just used as a walking and cycling route (see Chapter 12 Population and Human Health of the Environmental Statement (TR010039/APP/6.1)).</p>
Design – The Drift	Implementing the infinitely more sensible and cost-effective northern route option for the dual carriageway, will mean that the exit out of and entry into The Drift from the current A47 become viable from a safety perspective. This will provide a 2 nd option for the village of Sutton, which will be required as it invariably grows in the future.	426	N	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including a section of the alignment being moved to the north.</p> <p>The Scheme now provides for The Drift (at Sutton) to be linked to the A47 via the relocated Nene Way roundabout (proposed Sutton Heath roundabout). Part of it will be closed to traffic and just used as a walking and cycling route (see Chapter 12 Population and Human Health of the Environmental Statement (TR010039/APP/6.1)).</p>
Design – The Drift	We agree it should be closed but think it should be linked to A47 West bound using a slip road (using	100834	N	Since the statutory consultation in 2018, Highways England have analysed all the responses and

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	Wansford flyover R/A to gain access to Eastbound.			<p>engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including a section of the alignment being moved to the north.</p> <p>The Scheme now provides for The Drift (at Sutton) to be linked to the A47 via the relocated Nene Way roundabout (proposed Sutton Heath roundabout). Part of it will be closed to traffic and just used as a walking and cycling route (see Environmental Statement Chapter 12 Population and Human Health (TR010039/APP/6.1)).</p>
Design – The Drift	If it is closed to motorised vehicles, it must remain open and maintained for use by all types of cycles, horse riders and walkers.	346	N	The Drift be a shared use cycleway/ footway and will remain open as a pedestrian and cycling route and will be accessible for horse riders (see Environmental Statement Chapter 12 Population and Human Health (TR010039/APP/6.1)).
Design – The Drift	Could we use The Drift with an underpass or bridge to link to the new road between Sutton Heath Road and the Nene Roundabout 203ongestio for cyclists and horse riders.	359	N	From the Drift, cyclists and pedestrian users could join the main cyclist and pedestrian route and cross to the north side through the new underpass at the disused railway.
Design – The Drift	The existing narrow road and sharp bends will need an upgrade to cater for emergency access and accident.	402	N	The Drift (at Sutton) will be closed to vehicles and proposed as a cyclist and pedestrian route (see the Transport Assessment (TR010039/APP/7.3)).
Design – traffic lights	Won't the traffic lights just create 203ongestion as it does at the A1/A47 junction.	100640	Y	Since the 2018 statutory consultation, the design has been amended. No traffic lights are proposed as part of the Scheme.
Design – traffic lights	Highways England has appreciated the benefits of free flow at the western end of the scheme with the proposed creation of the dedicated link from the A1 southbound. The A47 has free flow junctions all of the way through to the Dogsthorpe (A47/A15) interchange. Why then has this logic not also been followed by providing for free flow at the Nene Way interchange.	101038	N	The cost and environmental implications don't make this option viable. The current traffic model shows that retaining the Sutton roundabout and moving it to the east will be sufficient for the expected traffic in the area.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Design – traffic lights	Will part time traffic signals be a good idea? Similar traffic control has been tried in the past and proved to be disastrous. Does having traffic lights not defeat the principles of a traffic island in the first place?	104	Y	Since the 2018 statutory consultation, the design has been amended. No traffic lights are proposed as part of the Scheme.
Design – traffic lights	Are traffic lights necessary here when none are planned at Western roundabout A1/A47 roundabout? The latter in my opinion is busier.	100403	Y	Since the 2018 statutory consultation, the design has been amended. No traffic lights are proposed as part of the Scheme.
Design – traffic lights	Keep new link from A1s to A47E but then remove island and replace with traffic light controlled cross road. Busy islands wasteful as everyone stops.	100258	N	Since the 2018 statutory consultation, the design has been amended. No traffic lights are proposed as part of the Scheme.
Design – traffic modelling	How do you know you will need traffic lights without experience of the actual flow and conditions.	100236	N	Since the 2018 statutory consultation, the design has been amended. No traffic lights are proposed as part of the Scheme.
Design – traffic lights	<p>I agree with the proposal to enlarge the Nene Way Roundabout but strongly disagree with the proposal to introduce part-time signals in the morning peak hours, for the following reasons:</p> <ol style="list-style-type: none"> 1) These lights would be on "Green" for a much longer time for bypass / A47 traffic as it would have preference over local traffic. 2) Traffic on the A47 approaching the roundabout, in either direction, should be slowing down, giving plenty of time for local traffic to pass through safely, as it does at the present moment. 3) The overall benefit to speed up traffic times (journey time savings impact) to and from the Wansford junction would be reduced significantly for all local traffic by the introduction of traffic lights 4) Cost - this would add significantly to the 		Y	Since the 2018 statutory consultation, the design has been amended. No traffic lights are proposed as part of the Scheme.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	<p>overall cost of the scheme, for little or no benefit</p> <p>5) Clearly marked yellow painted reflective chevron markings on the approach to the roundabout on both sides of the bypass/ A47 should be sufficient to warn traffic to slow down as approaching the roundabout, thus enabling ample opportunity for local traffic to pass through safely.</p>			
Design – traffic modelling	As for Highways England's traffic modelling, this raises serious cause for concern - the "Provisional Local Traffic Information" document gives a figure of 2100 on the Upton Road, which is a single carriageway road with passing places!! Is this serious?	406	N	The traffic modelling has been updated and the outcomes are summarised in the Transport Assessment (TR010039/APP/7.3). Improvements will be made to Upton Drift and new passing places and limited widening are included as part of the Scheme.
Design	Having once again read the current 'Proposal', I note that 'another underbridge is to be constructed under the A47 where the new road crosses a disused railway line to the west of the Sutton Heath Road'. In our phone conversation, you talked about the old, existing railway tunnel and how important this was for bats, but you didn't mention the above underbridge (implying cycling/ pedestrian use) was part of the proposed plan.	100878	N	There is a proposed cyclist and pedestrian route to cross the A47 through the new underpass at the disused railway.
Design	If closing truck stop – need to find space for trucks elsewhere.	100703	N	<p>Highways England provide an appropriate number of lay-bys across network. The Scheme is not looking to provide additional laybys in an attempt to discourage antisocial activities e.g., fly tipping. There are existing lay-bys at both ends of the Scheme.</p> <p>Providing more places for lorries and trucks is not within scope of Scheme.</p>
Design	Underpass should be well lit to prevent anti-social	101067	N	Lighting in the underbridge is not included in order

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	behaviour.			to prevent the adverse impacts on the surrounding rural area.
Design	Should, however, a roundabout be pursued in this location it is requested that street lighting columns should be designed (perhaps using half-height and carefully directed beams) to minimise light spillage effects visible from Sutton.	378 379 386	N	Lighting proposals as part of the Scheme have been minimised as far as possible within the safety standards and only used in the approach of the roundabouts to respect the rural nature of the environment. The Lighting Assessment is set out in Appendix 7.7 to the Environmental Statement (TR010039/APP/6.3).
Ecology	The northern route should be cheaper and safer, the land to the south is unstable (existing structures are exhibiting signs of slippage) and therefore a massive amount of infill and piling would be required to ensure safe construction.	249	Y	As a result of feedback from consultations, we have considered a northern alignment, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument. The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction. Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. An assessment of the ground conditions along the route is provide in the Environmental Statement Chapter 9 Geology and Soils (TR010039/APP/6.1).
Ecology	Evidence clearly shows there is no reason whatsoever for the route at the eastern section to follow a Southern alignment with the destruction it will cause to the County Wildlife Site, Wildlife, River environment, TPO woodland, non scheduled Archaeology, construction risks and movement of a infrastructure services, broadband, power etc.	294	Y	Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, however, a road entirely north of the existing A47 is not feasible due to the location of the scheduled monument. The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.
Ecology	Total omission of the destruction on a County Wildlife site, complete obliteration of a Protected ancient woodland and failure to identify destruction of bat roosts to the southern alignment on the eastern section.	294	N	<p>As a result of the feedback to the 2018 statutory consultation and further assessments, changes were made to the Scheme design. The Scheme as submitted is now north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction. This means that the route of the new A47 avoid Ancient Woodland and would also have less ecological impact.</p> <p>Wildlife and other environmental impacts of the Scheme have been fully assessed and mitigation/compensation/enhancement proposals outlined as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1).</p> <p>Bat roosts have been assessed within the Environmental Statement (TR010039/APP/6.1) and Appendix 8.11 Bat Hibernation Report, Appendix 8.12 Bat Activity Survey Report and Appendix 8.12 Bat Crossing Point Survey (TR010039/APP/6.3). Habitat loss and severance will be compensated for as each phase of the road is completed with increased and enhanced tree planting as a remediation measure. The assessment of the impact on County Wildlife sites has been undertaken see Environmental Statement (TR010039/APP/6.1) Chapter 8 Biodiversity, and</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				after mitigation there will be no significant effects.
Ecology	There will be an effect on wildlife, the nature of the river Nene in that area will be changed.	355	N	Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the design and are reported in the Environmental Statement (TR010039/APP/6.1). With regards to biodiversity, the Scheme incorporates mitigation measures. The design has evolved with the aim of avoiding or reducing effects on wildlife where possible, see Chapter 8 Biodiversity of the Environmental Statement (TR010039/APP/6.1).
Ecology	5. The Proposed Route fails to minimise wildlife, visual and floodplain impacts on the River Nene where it is at its closest to the River, especially to the east of the Scheduled Ancient Monument. However these impacts would be minimised by a northern route.	100829	Y	Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design. The Scheme is now principally coincident or to the north of the existing scheme to the east of the scheduled monument. Wildlife and other environmental impacts of the Scheme have been fully assessed and are reported in the Environmental Statement

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				<p>(TR010039/APP/6.1).</p> <p>Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). Flood mitigation has been proposed close to the River Nene / Wittering Brook confluence where there are the least environmental constraints. This has been agreed with the Environment Agency in correspondence dated 10/03/2021. On the Wittering Brook, upstream of the A47 culvert the Lead Local Flood Authority (LLFA) has agreed no flood compensation is required based on their being negligible impact to the flood plain and lack of receptors in the vicinity of the Scheme. This was agreed in correspondence with Cambridgeshire County Council and Peterborough City Council on 18/03/2021.</p>
Ecology	The current proposal seems to give scant consideration to the environment, particularly the riverside and its plants/animals/water life/trees.	100866	N	In response to comments made at the statutory consultation the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1).
Ecology	Why was I told when I visited one of the exhibitions that a Northern route would not work because of bat roosts but no mention of bat roosts in a TPO'd woodland to the south which was a complete lie and false statement.	375	N	Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design. A route north of the existing A47 at the eastern end of the Scheme between Sutton Heath Road and the A47/Nene junction has been developed. This means that the route of the new

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>A47 avoid Ancient Woodland and would also have less ecological impact.</p> <p>Wildlife and other environmental impacts of the Scheme have been fully assessed as part of the development of the Scheme and are reported in the Environmental Statement (TR010039/APP/6.1). With regards to bat roosts these have been assessed (see Appendix 8.11 Bat Hibernation Report, Appendix 8.12 Bat Activity Survey Report and Appendix 8.12 Bat Crossing Point Survey (TR010039/APP/6.3)). A bat 'hotel' is proposed as part of the Scheme in proximity to the existing Station House and bat crossing points (fencing and planting) are proposed. Habitat loss and severance will be compensated for as each phase of the road is completed with increased and enhanced tree planting as a remediation measure.</p>
Ecology	However, I am not opposed to the idea of constructing a cost-effective and safe dual carriageway between Wansford and Sutton, that takes into account the outstanding and rare archaeological, faunal and floral features of the Nene Valley flood plain in the area between Sutton and Wansford. Your proposed route does not meet any of the above criteria, as supported by a large volume of corroborative facts, and that's why I am completely opposed to it.	426	N	The environmental impacts of the Scheme including impacts on archaeology and biodiversity have been fully assessed and mitigation is proposed as appropriate in the Environmental Statement Chapters (TR010039/APP/6.1).
Ecology	The Proposed Route involves a loss, east of the disused railway cutting, of woodland subject to a Tree Preservation Order and containing ancient oaks. This loss would be avoided by a northern route.	100829	N	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018. Effects on woodland and trees subject to TPOs have been considered and minimised as far as possible (see Environmental Statement Chapter 7 Landscape and Visual and Chapter 8 Biodiversity (TR010039/APP/6.1)).</p>
Ecology	<p>Mitigation of impacts on ecological networks. The route runs along the edge of the Nene Valley Nature Improvement Area (NIA) / Living Landscape, and its boundary with the adjacent John Clare Country Living Landscape. The proposals would create a new, larger barrier to habitat connectivity and species movement throughout the landscape and the mitigation and compensation measures should also seek to maintain a connected habitat network across this area.</p>	100880	N	<p>As a result of the feedback to the 2018 statutory consultation and further assessments, changes were made to the Scheme design.</p> <p>Effects on wildlife have been assessed and mitigation proposals outlined and reported in the Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1). Reduction of as much permanent habitat loss as possible has been embedded in the design.</p> <p>As part of the environmental assessment, the impact of the Scheme on the Sutton Meadows County Wildlife Site and the landscape character and setting has been considered and is summarised in Chapter 8 Biodiversity of the Environmental Statement (TR010039/APP/6.1). Proposed mitigation includes a wildlife crossing point using the disused railway south of Sutton Heath House.</p> <p>The proposals in the Environmental Masterplan (TR010039/APP/6.8) also seek to maintain</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				biodiversity connectivity via the provision of provisions (in the form of hedgerows, trees and shrubs) along the route alignment.
Ecology	On the south side you will be destroying 13 oak trees between 200 -400 years old plus many mature native species.	100809	Y	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>This means that the route of the new A47 avoids Ancient Woodland and would also has less ecological impact.</p> <p>Reduction of as much permanent habitat loss as possible has been embedded in the design. Additional oaks will be planted in the woodland planting south of the A47. The environmental impacts of the Scheme including impacts on biodiversity have been fully assessed and proposed mitigation is summarised in the Environmental Statement Chapter 8, Biodiversity (TR010039/APP/6.1).</p>
Ecology	If you own the other side of the roundabout – which does not have ancient woodland – why can't you use that space instead? Ancient Oaks can never be replaced!	100844	Y	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>This means that the route of the new A47 avoids Ancient Woodland and would also have less ecological impact.</p> <p>Reduction of as much permanent habitat loss as possible has been embedded in the design. Additional oaks will be planted in the woodland planting south of the A47. The environmental impacts of the Scheme including impacts on biodiversity have been fully assessed and proposed mitigation is summarised in the Environmental Statement Chapter 8, Biodiversity (TR010039/APP/6.1).</p>
Ecology	I know that bats use woodland near Sutton.	100939	N	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>With regards to bat roosts these have been assessed further, see Environmental Statement (TR010039/APP/6.1) and Appendix 8.11 Bat Hibernation Report, Appendix 8.12 Bat Activity Survey Report and Appendix 8.12 Bat Crossing Point Survey (TR010039/APP/6.3). A bat 'hotel' is proposed as part of the Scheme in proximity to the existing Station House. Habitat loss and severance will be compensated for as each phase of the road is completed with increased and enhanced tree</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				planting as a remediation measure.
Ecology	There needs to be provision for a wildlife corridor close to the Nene Way roundabout. This is a popular crossing point for deer and badgers, which would stand even less chance of survival once the speed limit is increased.	410	N	Effects on wildlife have been assessed and mitigation proposals reported in the Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1) and set out in the Environmental Masterplan (TR010039/APP/6.8). Reduction of as much permanent habitat loss as possible has been embedded in the design. The bat mitigation of hop-overs and targeted planting at overpasses will additionally provide a safer road crossing option for birds and barn owls. Permanent fencing systems will be installed at the location of the badger tunnels and 500m either side to mitigate for operational traffic mortality. Recommendations include a wildlife crossing point using the disused railway south of Sutton Heath House.
Environment general	There is no balance or even attempt at balance between historical issues, scenery, amenity value and ecology. It is just a series of isolated studies.	415	N	The Scheme has been developed taking account of further environmental surveys and assessments since the 2018 statutory consultation and a balance of environmental impacts. The Environmental Statement (TR010039/APP/6.1) considers all the environmental topics and interactions between them.
Environment general	I do not think the environmental and archaeology aspects of this area have been fully investigated.	101001	N	The development of the design has included many studies by specialists in each field prior to statutory consultation. This was summarised in the PEIR available on the Scheme webpage at the time of the statutory consultation. This provided preliminary information regarding the potential environmental impacts of the Scheme including in relation to archaeology. The environmental impacts of the Scheme have been fully assessed and are summarised in the

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Environmental Statement (TR010039/APP/6.1). The archaeological investigations undertaken as part of the development of the Scheme are summarised within Environmental Statement Chapter 6, Cultural Heritage (TR010039/APP/6.1).
Environment general	Wildlife, environmental issues, need to be considered if the northern route is just as feasible!	100506	N	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>A road entirely north of the existing A47 is not feasible due to the location of the scheduled monument.</p> <p>The Design Development Report (provided on the scheme web page (Design Development Report 2020)) considered the potential effects of the 2018 design and the northern alternative and concluded that the northern alternative should be taken forward.</p> <p>The environmental impacts of the Scheme have been fully assessed and these are summarised in the Environmental Statement (TR010039/APP/6.1).</p>
Environment general	To the majority of residents the Southern Road will cause most noise pollution, light pollution, even as far as Stibington!	100834	N	The assessment of operational noise found that receptors situated within buildings (including residential properties) are not predicted to experience significant noise effects, adverse or beneficial. The potential impacts are set out in

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				section 11.8 of Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1).
Environment general	It is essential that any roundabout incorporates measures to minimise light and noise pollution effects in Sutton.	100824	N	<p>Lighting proposals in the Scheme have been minimised as far as possible within safety standards and only used in the approach of the roundabouts to respect the rural nature of the environment. The Lighting Assessment is set out in Appendix 7.7 to the Environmental Statement (TR010039/APP/6.3). Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11, Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected due to changes in road traffic noise.</p> <p>The traffic speed on roundabouts is typically too low to benefit from having a low noise surface. Embedded mitigation comprising a low noise surface along the proposed A47 dual carriageway, with a minimum road surface influence of -2.5dB has been included. Design, mitigation and enhancement measures are set out in 11.9 of Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1).</p>
Environment general	Highways told us what they wanted to tell us, ignoring important details like quality agriculture lost, woodland and wildlife loss.	100703	N	<p>The Scheme had been subject to many studies by specialists in each field prior to statutory consultation. This was summarised in the PEIR of the consultation. This provided preliminary information regarding the potential environmental impacts of the Scheme design at that time. The proposed alignment avoids ancient woodland and has less ecological impact than the Scheme shown at consultation in 2018.</p>

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				The environmental impacts of the Scheme have been fully assessed and these are summarised in the Environmental Statement (TR010039/APP/6.1).
Environment general	The display seemed to be biased against the environmental impact with little consideration for the local community.	100866	N	<p>One of the purposes of the statutory consultation is to consider to the opinions and concerns of the local community. All comments received during statutory consultation have been reviewed and considered. A PEIR, produced to support the 2018 statutory consultation, included assessments of the potential impacts on the local community and the environment.</p> <p>The environmental impacts of the Scheme have been fully assessed and these are summarised in the Environmental Statement (TR010039/APP/6.1).</p>
Geology	Specifically I was angered at the responses to how the geological explorations were communicated as being significantly expanded to explore a wider area, when it transpired that this wider area was a marginal deviation from the "preferred route" which for many reasons is not the logical route in my opinion.	423	N	For the Scheme design at the time of this statutory consultation a 2 kilometres buffer either side of the proposed alignment was used to identify any designated sites of geological interest, as stated in the PEIR. This buffer was based on professional judgement and the distance over which potential impacts could occur in relation to geology and ground conditions.
Geology	I appreciate the reporting process has been overlapped to compress the project time scale but without the soils and pollution data and a detailed topography how can the report reliably adjudicate between the options? I also did not understand how option 1 seemed to be the best option from the various assessments but belatedly the selected option was changed without a robust justification.	360	N	<p>Nine potential options were initially developed, and their performance assessed against environmental, engineering, transportation and economic criteria so that they could be compared to allow the most appropriate options to be taken forward. Three options were then selected for non-statutory consultation and further assessment. Assessment was undertaken with regard to environmental impact and engineering suitability.</p> <p>A PEIR was produced in 2018 to provide preliminary information regarding the assessment of</p>

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				potential environmental impacts of the Scheme. This concluded that option 2 would have significant advantages in terms of environmental impact when compared to option 3, and would have less impact during construction when compared to option 1. Option 2 was therefore identified as the preferred route. However, key concerns raised during the non-statutory consultation influenced an amendment to the original option 2 proposal. For the finalised route of the Scheme a full Environmental Statement has been prepared to assess the potential environmental impacts of the Scheme. Chapter 9 Geology and soils of the Environmental Statement (TR010039/APP/6.1) details the considerations and assessments that have been undertaken for geology and soils. A Soil Management Plan (SMP) will be developed to help preserve land quality on the temporary land take areas.
General	It would be interesting to hear what measures are to be taken to minimise disruption during the construction phase.	100692	N	The Environmental Management Plan (TR010037/APP/7.5) details key construction mitigation which will be put in place by the principal contractor during construction of the Scheme.
General	The current bus service 205 (formerly 9) along the road manages to run an efficient hourly bus service to fixed times, the scheduled time between Wansford and Peterborough being 23 minutes eastbound (26 minutes for the 0752 departure from Wansford), and 22 minutes westbound throughout the day, these timings including the periods of congestion. If the transport operator can run a reliable service through these times, I believe the dissatisfaction with the road's performance is exaggerated. The proposals make no reference to possible future	393	N	The need for the Scheme is set out in the Case for the Scheme (TR010037/APP/7.1). Whilst around half of the A47 is already built to dual carriageway standard, the Wansford to Sutton section is not. This section of the A47 acts as a bottleneck, and this causes congestion, resulting in longer and unreliable journey times. In addition, this section of the A47 has a poor safety record. The proposed changes will help to relieve congestion, reduce journey times, support economic growth and make the road better for

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	changes in vehicle types or capabilities (eg automated vehicles which might travel in convoy, which may enable the existing road to carry the current movement of individuals and of goods.			<p>motorists.</p> <p>With regards to future proofing, the scheme has been designed to the Design Manual for Roads and Bridges (DMRB) standards, using the Transport Analysis Guidance (TAG) data provided by the Department for Transport which forecasts traffic movements up to the year 2040.</p>
Heritage	Historic England should be challenged about their scheduled monument, and the northern route used. There is no evidence that the scheduled monument is of any great importance.	100516	Y	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>Scheduling under the Ancient Monuments and Archaeological Areas Act 1979 is a national designation and confers protections under the law. These protections cannot be disregarded. Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. A heritage assessment has been undertaken and the Scheme provides mitigation to protect heritage assets where appropriate. Please see Environmental Statement Chapter 6 (TR010039/APP/6.1).</p>
Heritage	The historical monument should either be excavated to ascertain what if anything of value exists at the site or disregarded as it is currently a field that has no distinguishing feature.	293	Y	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have</p>

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				<p>been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>Scheduling under the Ancient Monuments and Archaeological Areas Act 1979 is a national designation and confers protections under the law. These protections cannot be disregarded. Discussions have been undertaken with Historic England regarding the interface of the Scheme and the monument and appropriate safeguarding measures.</p> <p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. A heritage assessment has been undertaken and the Scheme provides mitigation to protect heritage assets where appropriate. Please see Environmental Statement Chapter 6 (TR010039/APP/6.1).</p>
Heritage	English Heritage objection can be reversed with an appropriate assessment.	100635	N	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p>

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				<p>Scheduling under the Ancient Monuments and Archaeological Areas Act 1979 is a national designation and confers protections under the law. These protections cannot be disregarded. Discussions have been undertaken with Historic England regarding the interface of the Scheme and the monument and appropriate safeguarding measures.</p> <p>Following discussions with Historic England the proposed alignment now passes through the southeast corner of the scheduled monument. A heritage assessment has been undertaken and the Scheme provides mitigation to protect heritage assets where appropriate. Please see Environmental Statement Chapter 6 Cultural Heritage (TR010039/APP/6.1).</p>
Heritage	How completely disingenuous! You have used one 'dubious' scheduled monument (when you look at the detailed geophysical surveys and the fact that it is completely inaccessible) as an excuse to propose a route that will destroy equally important and more substantial archaeological 'monuments' and losing them to the nations heritage. To say you are protecting our cultural heritage is an insult.	426	Y	<p>As a result of feedback to the 2018 statutory consultation and further assessments, changes were made to the Scheme design, The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>Scheduling under the Ancient Monuments and Archaeological Areas Act 1979 is a national designation and confers protections under the law. These protections cannot be disregarded. Discussions have been undertaken with Historic England regarding the interface of the Scheme and the monument and appropriate safeguarding measures.</p> <p>Following discussions with Historic England the</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				proposed alignment now passes through the southeast corner of the scheduled monument. A heritage assessment has been undertaken and considers both designated and non-designated assets the Scheme provides mitigation to protect heritage assets where appropriate. Please see Environmental Statement Chapter 6 Cultural heritage (TR010039/APP/6.1). Any impacts will be mitigated appropriately. Mitigation proposals include provision for both preservation by record and preservation in-situ.
Hydrology	My only concern would be the flooding issue that occurs south of the present A47. To incorporate the current A47 and construct north would alleviate this problem and save money.	100250	Y	<p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction.</p> <p>Flooding and drainage have been assessed (Environmental Statement Chapter 13 Road Drainage and the Water Environment (TR010039/APP/6.1)). Fluvial flood risk impacts associated with the location of the Scheme are minimised by design including the provision of flood compensatory storage to mitigate any the loss of active floodplain from the River Nene as a result of the embankments and carriageway widening. The Scheme is not expected to give rise to significant adverse (moderate or greater) residual effects during the construction or operational phases with the adoption of mitigation.</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
Hydrogeology	Impingement of the new road on the Nene flood plain could have disastrous flooding implications for Wansford and the Nene Valley.	100803	N	Flood Risk and drainage was considered and summarised in the PEIR. A detailed Flood Risk Assessment has been undertaken for the Scheme and is summarised in Appendix 13.1 of the Environmental Statement (TR010039/APP/6.3). Mitigating measures have been proposed to ensure the Scheme does not increase fluvial flood risk. The impingement of the Scheme on the Nene flood plain has been quantified using hydraulic modelling which was approved by the Environment Agency on the 22/03/2021. Proposed mitigation in the form of a flood compensation area replaces, that lost floodplain in a like for like fashion to ensure there no loss in storage volume following construction and during operation of the Scheme.
Hydrogeology	The absence of deep consideration of the flood management is wholly unacceptable and could be proved to be negligent moving forward. Overall, there would appear to be much more work that needs to be undertaken in this area.	423	N	Flood Risk and drainage was considered and summarised in the PEIR. A detailed Flood Risk Assessment has been undertaken for the finalised Scheme design and is summarised in Appendix 13.1 of the Environmental Statement (TR010039/APP/6.3). Mitigation measures have been proposed to ensure the Scheme does not increase fluvial flood risk.
Hydrogeology	The geological survey results are not available yet , but this road is proposed to be built on the side of a hill with many spring lines and many known clay slip planes, this will cause flooding up hill and likely geological failure.	348	N	Chapter 9 Geology and Soils of the Environmental Statement (TR010039/APP/6.1) details the considerations and assessments that have been undertaken for geology and soils. Section 2 of Appendix 13.4 Groundwater assessment of the Environmental Statement (TR010039/APP/6.3) provides a review of the ground investigation (i.e., geological survey) information with specific reference to the source of the springs and presents groundwater level monitoring information across the Scheme.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>Appendix 13.2 Drainage Strategy Report provides information on how runoff from areas up-gradient of the Scheme is to be incorporated into the road drainage design. The Flood Risk Assessment (Appendix 13.1) also assessed the risk of surface water pathways.</p> <p>Appendix 9.4 of the Environmental Statement (TR010039/APP/6.3) - Ground Investigation Report identifies potential relic shear surfaces (i.e., clay slip planes) and identifies where further investigation is required in high risk areas.</p>
Hydrogeology	To take one example among many, the PEIR has nothing substantive to say about drainage and flooding, and yet the proposed scheme would seriously encroach on to the River Nene's flood plain – an extraordinary silence!	100824	N	<p>Flood risk to and from the Scheme has been assessed within both the Flood Risk Assessment (Appendix 13.1) and the Environmental Statement Chapter 13 Road Drainage and the Water Environment (TR010039/APP/6.3). This includes risks relating to Wittering Brook, Mill Stream, the River Nene and their respective floodplains. Mitigating measures have been proposed to ensure the Scheme does not increase fluvial flood risk. Appendix 13.2 to the Environmental Statement, Drainage Strategy Report, assess the proposed drainage catchment areas, potential flood risks and provides mitigation in relation to the Scheme.</p>
Hydrogeology	There is no information provided as the effect of encroaching on the flood plain will have on Flooding in Wansford.	348	N	<p>Flooding and drainage have been assessed (Environmental Statement Chapter 13 Road Drainage and the Water Environment (TR010039/APP/6.1)). Fluvial flood risk impacts associated with the location of the Scheme are minimised by design including the provision of flood compensatory storage to mitigate any the loss of active floodplain from the River Nene as a result of the embankments and carriageway widening. The Scheme is not expected to give rise to significant</p>

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				<p>adverse (moderate or greater) residual effects during the construction or operational phases with the adoption of mitigation.</p> <p>*Section 2 of Appendix 13.4 Groundwater assessment of the Environmental Statement (TR010039/APP/6.3) provides a review of the ground investigation (i.e., geological survey) information with specific reference to the source of the springs and presents groundwater level monitoring information across the Scheme. Appendix 13.2 Road Drainage and the Water Environment Drainage Strategy Report provides information on how runoff from areas up-gradient of the Scheme is to be incorporated into the road drainage design. The Flood Risk Assessment (Appendix 13.1 of the Environmental Statement (TR010039/APP/6.3) also assessed the risk of surface water pathways.</p> <p>Appendix 9.4 of the Environmental Statement (TR010039/APP/6.3 - Ground Investigation Report identifies potential relic shear surfaces (i.e., clay slip planes) and identifies where further investigation is required in high risk areas.</p>
Hydrogeology	<p>This flood plain floods every year. If you build up the flood plain to take the new road, you put our property at risk of flooding. A sump has been mentioned on the picnic site. This surely wouldn't be an area large enough to take a flood. It would surely fill with water naturally from the ground before.</p>	100787	N	<p>Flooding and drainage have been assessed (Environmental Statement Chapter 13 Road Drainage and the Water Environment (TR010039/APP/6.1)). Fluvial flood risk impacts associated with the location of the Scheme are minimised by design including the provision of flood compensatory storage to mitigate any the loss of active floodplain from the River Nene as a result of the embankments and carriageway widening. The Scheme is not expected to give rise to significant</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				adverse (moderate or greater) residual effects during the construction or operational phases with the adoption of mitigation.
Hydrology	Must insure/protect from flooding. Note: Storm water floats on Brackish water as it has a lower density.	367	N	Flooding and drainage have been assessed (Environmental Statement Chapter 13 Road Drainage and the Water Environment (TR010039/APP/6.1)). Fluvial flood risk impacts associated with the location of the Scheme are minimised by design including the provision of flood compensatory storage to mitigate any the loss of active floodplain from the River Nene as a result of the embankments and carriageway widening. The Scheme is not expected to give rise to significant adverse (moderate or greater) residual effects during the construction or operational phases with the adoption of mitigation.
Land ownership	We worry that Homes England, the owner of land over which the route preferred by Sutton/Wansford campaigners, have had an unfair and undue influence on the route choice.	401	N	The non-statutory options consultation in 2017 presented information for three route options. Feedback from this first consultation and further assessment influenced the preferred route (an amended version of option 2) and this preferred route was presented at the Statutory Consultation in 2018. Homes England has been consulted during statutory consultation as required in line with the s42 process and had no undue influence. The alignment has been further developed following the 2018 statutory consultation and the new northern alignment in the eastern part of the Scheme now crosses through Homes England land.
Land ownership	There is contention, as to whether Homes England legally own the land north of the Eastern Section of A47. (Schedule 2 of Newtowns Act 1981 refers).	100594	N	As stated in the Book of Reference (TR010039/APP/4.1), the Applicant has carried out diligent inquiry, as set out in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (APFP Regulations)

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				and the 'Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land' (DCLG, September 2013) (CA Guidance), to identify all persons with an interest in the Land (the land shown on the Land Plans (TR010039/APP/2.2)) and persons with a potential claim for compensation as a result of the Scheme.
Land ownership	The alternative scheme would use land already owned by a Government Agency, having been compulsorily purchased many years ago at the then current use value. Some of this land has recently been the subject of a controversial protest in light of its proposed use for housing. Could there be a hidden issue here regarding the eventual use of this land for housing development and its potential value for that purpose.	283	N	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction, and now crosses through Homes England land.</p>
Land take	The land is already publicly owned and should have been disposed of following the Peterborough New Town (Exclusion of Land) Order 1987 (Sch.2 of New Towns Act 1981 refers).	100593	N	<p>The land referred to is the Homes England land to the north of the existing A47.</p> <p>Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction, and now crosses through Homes England land.</p>
Land take	Why are you not using land already acquired for this route? ie Homes England land.	100838	Y	Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand

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				<p>the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction, and now crosses through Homes England land.</p>
Landscape	<p>A feature of the Rockingham Forest landscape is that the higher ground is invariably wooded. This is true of the immediate environs of this road scheme. So, for example to the west, there are the woodlands of Bedford Purlieus and Sulehay, to the north the Thornhaugh Woods, Southorpe, Sutton and Bushey Woods and Castor Hanglands whilst to the south, the woodlands of Elton Park and the Nene Park are clearly visible as features on the horizons. It is therefore suggested that the area of high ground between the proposed Sacrewell / Petrol Filling Station access and the new A47 and the existing A1 should be wooded, but with south facing 'woodland edge' planting of wildflowers incorporated. Again, the inclusion of strategically placed native evergreens would assist screening the hgvs which currently mar the skyline.</p>	100770	N	<p>A landscaping scheme is included in the Environmental Masterplan (TR010039/APP/6.8). The landscape and planting design has been developed to be in keeping with the current character of the immediate setting of the existing A47 and surrounding area as summarised in Chapter 7 Landscape and Visual of the Environmental Statement (TR010039/APP/6.1). Mitigation is also set out in the Record of Environmental Actions and Commitments (REAC) which is an appendix to the Environmental Management Plan (TR010039/APP/7.5) secured by Requirement 4 to the draft DCO (TR010039/APP/3.1). Newly created or enhanced habitats will be managed and monitored for five years after planting.</p> <p>Planting of trees and species rich grassland has been incorporated into the Scheme. See the Environmental Statement Chapter 8 Biodiversity (TR010039/APP/6.1) Table 8-11. New areas of restored species rich grassland/wildflower meadow would be established between the existing A47 and new access road to Sacrewell Farm as discussed in Chapter 8 Biodiversity of the Environmental Statement (TR010039/APP/6.1).</p>
Landscape	It is essential that comprehensive landscaping is	100770	N	A landscaping scheme is included in the

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	completed as part of the project. Given that the site lies along a south facing slope on limestone /clay, just above river flood meadows, there are great opportunities for landscaping to be combined with creative natural habitat creation. These opportunities should not be missed.			Environmental Masterplan (TR010039/APP/6.8). The landscape and planting design has been developed to be in keeping with the current character of the immediate setting of the existing A47 and surrounding area as summarised in Chapter 7, Landscape and Visual of the Environmental Statement (TR010039/APP/6.1). Mitigation is also set out in the Record of Environmental Actions and Commitments (REAC) which is an appendix to the Environmental Management Plan (TR010039/APP/7.5) secured by Requirement 4 to the draft DCO (TR010039/APP/3.1). Newly created or enhanced habitats will be managed and monitored for five years after planting.
Landscape	<p>We would strongly suggest that the scheme should create a protective bank on both the north and south of the carriageway to reduce the visual and noise impacts of the road on surrounding communities and users of the sustainable transport routes.</p> <p>Trees should be used wherever there is space, planted in a 'natural' layout rather than in lines. Use of evergreen species will ensure the barrier remains all year round. A feature of the surrounding area is the wooded nature of the high ground so a 'wooded' design will ensure this feature continues and 'hides' the junction.</p>	100892	N	The Environmental Masterplan (TR010039/APP/6.8) shows the landscaping proposals for the Scheme including where trees have been incorporated. The noise impacts of the scheme have been assessed and have been presented in Chapter 11 Noise and Vibration of the Environmental Statement (TR010039/APP/6.1) and mitigation where appropriate is summarised.
Landscape	Whilst the Overview Plan gives an indication of landscaping and acoustic and antiglare fencing, these are a less than sophisticated response to the assimilation of the scheme into the landscape and its respective habitats and the roads impacts on communities. For example, the line of acoustic fencing right beside the species rich grass land of the	100770	N	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident</p>

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	Nene flood meadows is singularly inappropriate.			and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction. The Environmental Management Plan (TR010037/APP/7.5) details key construction and operation mitigation which will be put in place by the principal contractor during construction of the Scheme. Landscaping, noise and biodiversity are summarised in the Environmental Statement Chapters 7 (Landscape and Visual), 11 (Noise and Vibration) and 8 (Biodiversity) (TR010039/APP/6.1). Environmental mitigation for landscape and biodiversity is set out in the Environmental Masterplan (TR010039/APP/6.8).
Landscape	This roundabout is decidedly 'dodgy' for those of us coming from the west to turn into Ailsworth. Traffic coming from the east rarely seem to notice cars coming right round the roundabout to turn towards Ailsworth. So the removal of the trees on the roundabout would enable clearer vision – essential!	100594	N	Since the consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design, including relocating the Nene Way roundabout (to become the proposed Sutton Heath roundabout). The existing roundabout (including the vegetation) will be removed.
Landscape	The elevated nature of the road already impacts upon the entire Sacrewell site -there is no-where onsite where one is not aware of hgv's and other traffic on the horizon, along with their attendant noise and visual intrusion. Consideration should be given to constructing earthmounds, formed from the soil excavated for the new road, on the north side of the new carriageway (see also landscape section) and the mounds should form part of a landscaped belt of at least 20m in width and planted with a range of native species. With careful thought, evergreen species including yew and holly can form part of the	100770	N	All landowners with an interest in land affected by the Scheme have been consulted. The landscape and the visual effects of the Scheme have been assessed and appropriate mitigation proposed, as summarised in Chapter 7 of the Environmental Statement (TR010039/APP/6.1) and set out in the Environmental Masterplan (TR010039/APP/6.8).

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	scheme, and provide a visual barrier, but without planting 'in lines', but forming part of an overall woodland belt.			
Landscape	This scheme offers an opportunity to reduce the existing impacts on the Sacrewell site and its visitors from the sights and sounds of heavy traffic including HGVs. Earth mounds, using soil excavated during the road construction and creatively planted using evergreen species, would greatly improve the experience in the area of Sacrewell Farm visitor centre.	100892	N	The landscape and the visual effects of the Scheme have been assessed and appropriate mitigation proposed as summarised in Environmental Statement Chapter 7 Landscape and Visual (TR010039/APP/6.1) and set out in the Environmental Masterplan (TR010039/APP/6.8).
Landscape	<p>Wherever possible, the scheme should utilise excavated soil to create a protective bank on the northside and a protective bank on the south side between the carriageway and the cycleway.</p> <p>The north bank should be planted with native trees and species such as holly, yew and possibly box incorporated strategically placed on diagonals within the woodland belt (rather than planted in straight lines) so they form a subtle continuous visual barrier. Where space permits, tree planting should take place within the corridor between the new road and the cycleway as described above, but where there are space limitations, a large native hedge incorporating holly, yew, privet and box (as well as hawthorn etc) should be planted.</p> <p>The south facing bank from the tree/ hedge planting and sloping down to the Nene flood plain grassland, should be formed of limestone incorporating large blocks of waste limestone (ie limestone that has been quarried but is of insufficient quality for building stone). It is more than likely that excavations of the site will include excavation of strata beds of local limestone. The slope should initially have the</p>	100770	N	<p>Material savings, which would directly reduce the effects from the use of material resources, have been incorporated into the Scheme (value engineering). The potential effects and mitigation are provided in Chapter 9 Material Assets and Waste of the Environmental Statement (TR010039/APP/6.1).</p> <p>A landscaping scheme is included in the Environmental Masterplan (TR010039/APP/6.8). The landscape and planting design has been developed to be in keeping with the current character of the immediate setting of the existing A47 and surrounding area as summarised in Chapter 7, Landscape and Visual of the Environmental Statement (TR010039/APP/6.1). Mitigation is also within the Record of Environmental Actions and Commitments (REAC) which is an appendix to the Environmental Management Plan (TR010039/APP/7.5), secured by Requirement 4 to the draft DCO (TR010039/APP/3.1). Newly created or enhanced habitats will be managed and monitored for five years after planting.</p>

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	appearance of large blocks but with cracks between them in a loose retaining wall as required and elsewhere compacted limestone rubble of various sizes. Seed from local nature reserves incorporating kidney vetch, rock rose, horseshoe vetch, birds foot trefoil etc + violets close to the shelter belt edges.			New areas of restored species rich grassland/wildflower meadow would be established between the existing A47 and new access road to Sacrewell Farm as stated in Chapter 8 Biodiversity of the Environmental Statement (TR010039/APP/6.1) and shown on the Environmental Masterplan (TR010039/APP/6.8).
Noise	We note there is no acoustic fencing at the end of our property (from the filling station to Section A), four lanes of traffic will be much more noisy than two lanes.	100787	N	The assessment of operational noise found that, with embedded mitigation (comprising a low-noise surface), no significant operational noise effects, adverse or beneficial, are predicted at any noise sensitive receptor (including dwellings) within the operational Study Area. As such, permanent noise barriers (i.e., acoustic fencing) are not required. The potential impacts, design, mitigation and enhancement measures are set out in 11.8 and 11.9 of Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1).
Noise	The southern alignment would mean a loss of woodland and increased noise for Sutton and Ailsworth.	362	N	<p>Since the statutory consultation in 2018, Highways England have analysed all the responses and engaged with key stakeholders to fully understand the feedback received. As a result, changes have been made to the design.</p> <p>The Scheme as submitted is partially coincident and largely to the north of the existing A47 at the eastern end, between Sutton Heath Road and the A47/Nene junction. This avoids ancient woodland. Wildlife and other environmental impacts including loss of woodland caused by the Scheme have been fully assessed and are reported in the Environmental Statement (TR010039/APP/6.1). Reduction of as much permanent habitat loss as possible has been embedded in the design.</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). An assessment of operational noise has been carried out and demonstrates that there are no significant adverse or beneficial noise effects expected due as a result of the Scheme.
Noise	Our concern is with the faster free flowing traffic that the A47 Castor bypass will make traffic noisier and therefore we would like some acoustic fencing erected along the existing bypass to cut noise into the village.	100417	N	Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). The assessment of operational noise found that, with embedded mitigation (comprising a low-noise surface), no significant operational noise effects, adverse or beneficial, are predicted at any noise sensitive receptor (including dwellings) within the operational Study Area. As such, permanent noise barriers (i.e. acoustic fencing) are not required. The potential impacts, design, mitigation and enhancement measures are set out in 11.8 and 11.9 of Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1). With regards to noise on the existing bypass this is outside the scope of the Scheme.
Noise	My property is the last property along the A47 heading west from Wansford and the road noise has been steadily. There is currently a noise reduction barrier fence fixed to the north end of my garden facing the A47. However, most of the traffic noise is driven into my home and garden from the East bound traffic as there is no noise reduction barrier fence fixed to the west side of the property. Should this road scheme go ahead, I would request a noise reduction fence be erected to the west of my garden, thereby giving me quiet possession of my home and garden.	351	N	Noise impacts have been assessed as summarised in the Environmental Statement Chapter 11 (TR010039/APP/6.1). The assessment of operational noise found that, with embedded mitigation (comprising a low-noise surface), no significant operational noise effects, adverse or beneficial, are predicted at any noise sensitive receptor (including dwellings) within the operational Study Area. As such, permanent noise barriers (i.e., acoustic fencing) are not required. The potential impacts, design, mitigation and enhancement measures are set out in 11.8 and 11.9 of

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				Environmental Statement Chapter 11 Noise and Vibration (TR010039/APP/6.1).
PEIR	<p>The PEIR is a very poor document that takes many pages to say very little. This is all the more surprising when Highways England has been working on this project for some 4 years.</p> <p>The PEIR is also not easy to understand – for instance, it describes 5 areas of archaeology but provides no map to show where these areas are located. Another point is that the PEIR, dated 23/7/2018, is approx. out-of-date given ongoing surveys. Many other examples of the many shortcomings of the PEIR can be provided.</p>	100824	N	<p>Highways England has noted this comment and will look to include more plans in the future showing the locations of similar matters. The PEIR does describe the locations of the 5 areas of archaeological interest.</p> <p>The PEIR was prepared to support the 2018 statutory consultation. Detailed studies have since been undertaken as presented in the Environmental Statement (TR010039/APP/6.1). The impacts of the Scheme on the historic environment are summarised in Chapter 6 Cultural Heritage of the Environmental Statement as well as mitigation proposed.</p>
PEIR	I have only viewed the environmental information presented in the consultation document but this feels rather inadequate. The proposals are mostly around mitigation and compensation with no attempt to build in any environmental net gain. The approach is rather basic and not in line with current best practice for major infrastructure projects.	412	N	<p>The Scheme had been subject to many studies by specialists in each field prior to statutory consultation. This was summarised in the PEIR available on the Scheme webpages during and since the 2018 statutory consultation.</p> <p>As a result of the feedback to the 2018 statutory consultation and further assessments, changes were made to the Scheme design. Detailed studies have since been undertaken on the Scheme design and the assessment and mitigation proposals are reported in the Environmental Statement (TR010039/APP/6.1).</p>
PEIR	If you are going to use jargon such as 'value engineering', please take the time to provide some explanation. Is this a separate branch of engineering.	426	N	This comment has been noted. A brief explanation was included in section 10.6 of the PEIR which states that "The principles of value engineering have been adopted by the Design Team to optimise the alignment and reduce costs, where appropriate. This would subsequently enable material savings,

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				which would directly reduce the effects from the use of material resources. Changes to the Scheme design from value engineering, which enables materials savings, will be outlined in the ES (Environmental Statement)." Value engineering concerns the reuse of materials.
PEIR	I appreciate the reporting process has been overlapped to compress the project time scale but without the soils and pollution data and a detailed topography how can the report reliably adjudicate between the options.	360	N	A PEIR was presented at the 2018 statutory consultation that took into account impacts on the local community and the environment. Geology and soils were considered. Detailed studies have since been undertaken on the Scheme and the results set out in the Environmental Statement (TR010039/APP/6.1) (see Chapter 5 Air Quality, Chapter 6 Noise and Vibration, Chapter 9 Geology and Soils and Chapter 13 Road Drainage and the Water Environment).
People and communities	It is surprising and unfortunate that, given the space available at Sacrewell's existing access to the A47, bus stops have not already been provided. The consequence has been that the character of the Country Centre is frequently marred by a large area of parked cars because visitors from the Peterborough and Stamford areas and employees at the Centre have not been able to use the existing bus service which passes the access. The omission of bus stops in the proposals would perpetuate the use of cars as the only easy means of access to Sacrewell, and so continue the damage to the visitor experience.	393	N	The existing Sacrewell Farm access is to be replaced with a new underpass connecting with Wansford eastern roundabout. Bus stop provision at Sacrewell Farm is a matter for the Farm itself, rather than being part of the Scheme.
People and communities	I presume the underpass to Sacrewell Farm will allow double decker buses to travel to Sacrewell for the bus rally/school visits etc?	100584	N	The access to Sacrewell Farm is a private access. The proposed link to Sacrewell has sufficient head room for a single decker bus service. However, it is not within Highways England remit to determine bus routes.
People and	There is already a parking area/picnic area just to the	239	N	The anti-social behaviour identified at the picnic

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
communities	west of the filling station and south of the A47. Could this be expanded to become a service area, including food as well as petrol, to make better use of what is already quite a pretty expanse between the A47 and the river.			area has led to the closure of area as part of the Scheme.
People and communities	I wonder who will maintain the picnic areas when built – who will maintain the landscape. Who will provide and keep clear dog waste bins etc.	100587	N	As part of the Scheme, the carpark to the picnic area will be removed. This was decided in agreement with Peterborough City Council with the aim to reduce anti-social behaviour in the area.
People and communities	There are a few dwellings on both sides of the proposed duelling scheme. How will these be affected by the proposals?	362	N	People directly impacted by the Scheme have been consulted directly and where appropriate mitigation measures have been put in place to reduce impacts.
People and communities	<ol style="list-style-type: none"> 1. What plans are there for upgrading the access to the cycle/walk/ride path at Wansford? At the moment the path is steep and uneven. 2. What plans are there for upgrading the picnic area? Currently this is a very unpleasant area ; not somewhere for cycling, walking or riding through. 3. The access road to the picnic area is an area where lorries park up. What plans are there for accommodating these vehicles? 4. What barrier will there be between the path and the road? 	257	N	<p>Works to upgrade the existing path were completed in 2020 as part of a Highways England Designated Funds Scheme.</p> <p>The all-user path will be extended eastwards as part of the Scheme to enable it to connect to the proposed new shared footway/cycleway that will run east to west parallel to and to the south of the A47. The new section of shared footpath / cycleway will be segregated from the carriageway of the new link road serving Sacrewell Farm.</p> <p>A Walking, Cycling and Horse-Riding Assessment has been undertaken and further design, mitigation and enhancement measures is summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.10) (TR010039/APP/6.1).</p> <p>The anti-social behaviour identified at the picnic area has led to its closure as part of the Scheme.</p>

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				<p>There are existing areas for trucks to park following A1 southbound, so no additional truck stop will be provided in this area.</p> <p>Between the path and the road, in the section that goes along the A47 west bound carriageway, there will be a kerb and a safety barrier. In the sections that go along side roads, a kerb will be provided.</p>
Safety	Residents in Wansford will face difficulties trying to exit the village at peak times – that area looks like a future accident black-spot along with the exit from Thackers Close and entry on to the Northbound A.	100454	N	<p>The changes to Wansford western roundabout impacting Thacker's Close are no longer part of the Scheme and are outwith the project scope. The results of the traffic modelling set out in the Transport Assessment (TR010039/APP/7.3) indicate that the Scheme causes a relatively minor impact on traffic flows across the local road network.</p> <p>With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Safety	Safety will not be improved as high speed traffic will meet inadequate roundabouts.	100823	N	<p>Dual carriageways are proved to be safer than single carriageway. The Scheme will generate road safety benefits from the new A1 eastbound off-bound slip, which will reduce the interactions</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				between the A47 and the A1 at the eastern roundabout. Furthermore, the Scheme removes the A47 mainline intersections with Sacrewell Farm Road. The removal of these intersections improves road safety by reducing the number of conflicting movements on the A1\A47 eastern roundabout and across the A47 corridor.
Safety	encouraging people to go through Castor to access A47 – not ideal with location of school and pre-school, and traffic calming.	100952	N	It is unclear how the Scheme design affects traffic patterns between Castor and the A47, i.e., it does not appear that there will be more traffic induced to travel through Castor than before.
Safety	Some means of slowing east-to-west traffic approaching the roundabout is required. At present some vehicles do not slow down and enter the roundabout at full speed. If travelling from the west, intending to leave the roundabout at the 3 rd exit towards Ailsworth it is very dangerous as some vehicles are going too fast to give way! On one occasion my wife had to stop on the roundabout to avoid a collision with a lorry!	100806	N	The new roundabout at Sutton Heath will be to current design standards, including appropriate road marking and signage.
Safety	Failure to make adequate and safe provision for accessing the A47 from Wansford will greatly increase the risk of collisions with traffic on the dual carriageway if the existing roundabout layout and dimensions are maintained.	426	N	Improvements to the west of the A1 are outside of the project scope. The Scheme is designed to generate a reduction in accidents by upgrading the A47 to dual carriageway. The Scheme will also generate road safety benefits from the new A1 eastbound off-bound slip, which reduces the interactions between the A47 and the A1 at the eastern roundabout. Furthermore, the Scheme removes the A47 mainline intersections with Sacrewell Farm Road. Therefore, the removal of these intersections will improve road safety by reducing the number of conflicting movements on the A1\A47 eastern roundabout and across the A47 corridor (see

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>Transport Assessment (TR010039/APP/7.3)). With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow. On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Safety	<p>However my major concern is the exit from the A47 into Wansford village along Old North Road. This is already a busy road with vehicles going above the speed limit and my deep concern is that vehicles will now be leaving the A47 onto Old North Road after travelling at 70mph. I have a young family as do others who live on this road and I now strongly feel that our safety will be even more at risk.</p>	172	N	<p>Improvements to the west of the A1 are outside of the project scope.</p> <p>The Scheme is designed to generate a reduction in accidents by upgrading the A47 to dual carriageway. The Scheme will also generate road safety benefits from the new A1 eastbound off-bound slip, which reduces the interactions between the A47 and the A1 at the eastern roundabout. Furthermore, the Scheme removes the A47 mainline intersections with Sacrewell Farm Road. The removal of these intersections improves road safety by reducing the number of conflicting movements on the A1\A47 eastern roundabout and across the A47 corridor (see Transport Assessment (TR010039/APP/7.3)).</p> <p>With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				<p>eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).</p>
Safety	Old North Road currently accesses both the A47 and the A1 via this slip road. What provisions are in place to safely allow residents to maintain access to Wansford Village and the A47? Traffic will probably be quicker at this junction and safety concerns must be considered.	361	N	<p>This is not within the scope of the project.</p> <p>The Scheme is designed to generate a reduction in accidents by upgrading the A47 to dual carriageway. The Scheme will also generate road safety benefits from the new A1 eastbound off-bound slip, which reduces the interactions between the A47 and the A1 at the eastern roundabout. Furthermore, the Scheme removes the A47 mainline intersections with Sacrewell Farm Road. The removal of these intersections improves road safety by reducing the number of conflicting movements across the on the A1\A47 eastern roundabout and across the A47 corridor (see Transport Assessment (TR010039/APP/7.3)).</p> <p>With regards to exiting Wansford via Old North Road forecasting has been used to assess the queue lengths when the Scheme is in place. The Scheme provides a 2-lane exit for A47 eastbound traffic. This results in a reduction in congestion along the A47 eastbound approach arms in the AM and PM peaks. There will be a decrease in delay on the Old North Road northbound approach arm as the traffic finds more gaps in the circulatory flow.</p> <p>On the Old North Road approach arms queue</p>

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				lengths decrease to minimal levels in the PM peak (see Transport Assessment (TR010039/APP/7.3)).
Safety	The dualling beyond the roundabout will impact us (Robinswood) with more speeding cars causing accidents and an increase in noise levels. How do you intend to combat this?	100778	N	Dualling of the eastern approach to the Wansford western roundabout is no longer part of the Scheme.
Safety	This merge is wholly inadequate in length at present, particularly for lorries having to attempt to gain speed against an adverse gradient. There are serious safety concerns here, with accidents resulting also in blockage of the A1 northbound. It is very disappointing that this element of improvement is not shown on any of the Highways England plans that we have seen.	101038	N	Modifications to this merge are not within the scope of the Scheme.
Signage	Need to consider speed on entry from A1 and adequate signage to make a lane choice in good time for Wansford residents.	100867	N	There are no modifications to the Wansford western roundabout proposed in the Scheme. This roundabout is now outside the project scope.
Signage	Clear signs to villages needed.	100571	N	Appropriate signing is proposed as part of the Scheme.
Signage	Need to consider speed on entry from A1 and adequate signage to make a lane choice in good time for Wansford residents. Need to consider adequate right lines for entry on to A1 from this junction. Currently not adequate in my opinion.	100867	N	This is not within the scope of the project.
Signage	It is essential that prominent warning signs are displayed to alert traffic leaving the A1 by this slip road that there is a need to reduce speed and be prepared to accept traffic turning right and approaching the westbound roundabout.	407	N	There are no modifications to the Wansford western roundabout proposed in the Scheme. This roundabout is now outside the project scope
Signage	Please divide A47 road markings to enable traffic going Sutton on A1 to take L.H lane and Peterborough bound traffic to take R.H lane.	100518	N	There are no modifications to the Wansford western roundabout proposed in the Scheme. This roundabout is now outside the project scope.
Signage	Emergency refuge areas should be considered and clearly marked as such. Where diversions are implemented during	100647	N	Due to the length of the Scheme emergency refuge areas are not required. Signing of any diversion will be incorporated during

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	construction these must be clearly and properly sign. Appropriate signage electronic signage must be in place in the event of an incident to warn road users of hazard.			the construction phase. An Outline Traffic Management Plan has been submitted as part of the DCO application (TR010039/APP/7.6).
Signage	Signage to warn of cyclists and horse riders along the stretch of the old A47 is required to draw drivers' attention to the mixed usage of the Sutton Heath Road.	100892	N	Clear cyclist and pedestrian signage will be provided wherever necessary throughout the Scheme.
Speed limits	What will the speed limits be on both the new section of road and the existing dual carriageway approaching Nene Way Roundabout from Peterborough? I am retired now but when I worked I used the roundabout twice a day; on my journey home (at peak times) to Ailsworth I have lost count of the number of times that I had to brake sharply on the approach to the Castor & Ailsworth turn-off in order to avoid being hit by vehicles coming along the bypass from Peterborough direction – vehicles that were travelling too fast and clearly had no intention of giving way even though I had right of way and the type of vehicles were not always cars, sometimes HGVs were involved. I think that apart from excessive speed being a cause for concern it's also probable that vehicles approaching the roundabout from Peterborough cannot see the vehicles that are intending to turn right to Castor and Ailsworth due to the landscaping of trees and shrubs on the island. Hopefully the new roundabout will be designed to eliminate this problem.	104	N	The dualled carriageway will have a 70mph limit. Beyond the location of the existing Nene Way roundabout (which will be removed), the existing carriageway is dual and will therefore be 70mph. The central barrier on the dualled section will eliminate possibility of head-on collisions. The new roundabout to the west of the Nene Way roundabout (proposed Sutton Heath roundabout) will be larger and therefore safer in terms of inducing deceleration and will have yellow bars on the westbound approach.
Speed limits	In addition, the outside lane of the existing A47 from Peterborough direction is supposed to be for traffic intending to turn right to Upton but many drivers ignore this as they try to gain a few yards by overtaking other vehicles at the last minute and sometimes continue overtaking on the roundabout.	104	N	The larger, relocated roundabout (proposed Sutton Heath roundabout) will have greater capacity and therefore reduce sideswipe risk. Road designs cannot 'design out' dangerous driving and the proposed design is safe for users travelling within the permitted speed limit.

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	I'm afraid the only way to prevent acts of dangerous driving at this spot is to reduce the speed limit on the approaches to the roundabout and install traffic enforcement cameras.			The Scheme is designed to generate a reduction in accidents by upgrading the A47 to dual carriageway.
Speed limits	Would like speed bumps on Old Leicester Road to ensure cars stick to 20 mph and 30 mph.	100848	N	Traffic control measures on local roads are not within the remit of Highways England works.
Speed limits	We also consider that a speed limit of 40mph should apply between the two A47 roundabouts at Wansford.	101038	N	A 40mph limit will apply between the two roundabouts.
Speed limits	The slip road speed limit must be restricted.	295	N	The free flow interchange link will be national speed as its joining 2 dual carriageways.
Visual impact	The Society considers that the proposed alignment of the eastern section of the new road would result in serious and unnecessary detriment to the residents of Sutton in terms of visual intrusion and atmospheric and noise pollution.	101038	N	The Scheme is now partially coincident and largely to the north of the existing A47. The environmental impacts of the Scheme have been assessed in the Environmental Statement (TR010038/APP/6.1) including visual impacts of the scheme and proposed mitigation (see Chapter 7 Landscape and Visual, Chapter 5 Air Quality and Chapter 11 Noise and Vibration. The air quality assessment has concluded there will be no significant effects on air quality for human and ecological receptors as a result of the Scheme. Assessment of operational noise demonstrates that there are no significant adverse or significant beneficial noise effects expected due to changes in road traffic noise as a result of the Scheme.
Visual impact	Impressions of the visual impact of the anti-glare and acoustic fencing were not reassuring and will spoil a pleasant view of the river.	400	N	As a result of the feedback to the 2018 statutory consultation and further assessments, changes were made to the Scheme design. The Scheme as submitted is now north of the existing A47 at the eastern end of the scheme between Sutton Heath Road and the A47/Nene junction. Therefore, there will be less impact on the river.

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				A study of the landscape and the visual effects of the Scheme have been presented in Chapter 7 Landscape and Visual of the Environmental Statement (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	The proposed design should promote environmentally sound forms of travel such as cycling, walking and horse riding, whereas the scheme has clearly been designed for motor vehicles with provision for non-motorised transport an afterthought (and pretty ill- informed at that).	346	N	<p>A Walking, Cycling and Horse-Riding Assessment has been undertaken and further design, mitigation and enhancement measures is summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).</p> <p>The Scheme provides support to walking, cycling, horse riding and vulnerable users by incorporating safe, convenient, accessible, and attractive routes for pedestrians and cyclists to improve connectivity in areas local to the Scheme. The proposed improvements are shown in Figure 7-14 and summarised in Table 7-14 of the Transport Assessment (TR010039/APP/7.3). There will be three points at which pedestrians and cyclists can cross the A47 alignment.</p>
Walking, Cycling and Horse Riding	The cycle facility needs to be at least 3m wide and set well away from the main road.	256	N	<p>With regards to the cycle facility, the width of the proposed shared footway/cycleway will accord with the latest design guidance. Segregation from the running carriageway will be provided where required.</p> <p>A Walking, Cycling and Horse Riding Assessment has been undertaken, and further design, mitigation and enhancement measures are summarised in Section 12.9 of Chapter 12 Population and human health of the Environmental Statement (TR010039/APP/6.1).</p>
Walking, Cycling and	No provision to walkers to cross carriageway from Sutton to Upton.	100579	M	An underpass suitable for use by walkers and cyclists will be provided allowing a connection

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Horse Riding				between the proposed footway/cycleway on the southern side of the new A47 alignment and the section of Sutton Heath Road (which will become a cul-de-sac as a result of the Scheme). The proposed underpass will utilise the disused railway alignment that is in a cutting at this point. Signage will be provided on Sutton Heath Road to direct walkers and cyclists to the underpass allowing them to pass beneath the new A47 alignment. The provision of this infrastructure will facilitate the safe crossing of the new A47 for trips between Sutton and Upton. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	The provision for cyclists is still unclear. If this is to be the main A47 crossing point for cyclists the risk factor for them has been significantly increased not reduced due to the higher approach & entry onto the roundabout speeds of traffic.	295	N	The Scheme would remove the existing A47/Upton Road/Peterborough Road roundabout severing the north to south route for general traffic at this point. Upton Road and Peterborough Road are advisory cycle routes. However, the north to south route for general traffic would be replaced further to the west with a new roundabout and new link roads to Sutton Heath Road to the north and Peterborough Road to the south. Cyclists would be discouraged from using the new roundabout and would be directed to a proposed new underpass at the disused railway line, which will facilitate the safe crossing of the new A47 for walkers and cyclists. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9)

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				(TR010039/APP/6.1).
Walking, Cycling and Horse Riding	Enlarging the RAB would tend to result in higher speeds, causing potential increased risk to walkers, cyclists and horse riders, particularly at times when any temporary traffic lights were operating.	346	N	The Scheme would remove the existing A47/Upton Road/Peterborough Road roundabout severing the north to south route for general traffic at this point. A new underpass at the disused railway line will facilitate the safe crossing of the new A47 for walkers and cyclists. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	Under current proposals cyclists from Peterborough and Sutton will only be able to directly reach Sutton Heath Road and the villages of Southorpe and Upton by crossing the A47 at the Nene Way (Sutton) roundabout. The current roundabout already presents a hazard to cyclists. With the anticipated increases in traffic volume and speed it is totally unacceptable that cyclists should still be required to cross the A47 at this point.	100808	N	The Scheme would remove the existing A47/Upton Road/Peterborough Road roundabout severing the north to south route for general traffic at this point. A new underpass at the disused railway line will facilitate the safe crossing of the new A47 for walkers and cyclists. Further details of proposed facilities for walkers and cyclists are provided in Section 12.9 of Chapter 12 Population and human health of the Environmental Statement (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	The enlarged roundabout fails to incorporate any facilities to allow WCHR to cross.	378 379 386 416 419 101019 101037	N	The Scheme would remove the existing A47/Upton Road/Peterborough Road roundabout severing the north to south route for general traffic at this point. A new underpass at the disused railway line will facilitate the safe crossing of the new A47 for walkers and cyclists. Further details of proposed facilities for walkers and cyclists are provided in Section 12.9 of Chapter 12, Population and human health of the Environmental Statement (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	A particular problem with the Nene Way roundabout proposal is that it would perpetuate, and probably make worse, the unsafe environment for pedestrians,	101038	N	The Scheme would remove the existing A47/Upton Road/Peterborough Road roundabout severing the north to south route for general traffic at this point.

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	cyclists and horse riders wishing to go from Castor/Ailsworth/Sutton to Upton/Southorpe/Barnack or vice versa.			A new underpass at the disused railway line will facilitate the safe crossing of the new A47 for walkers and cyclists. Further details of proposed facilities for walkers and cyclists are provided in Section 12.9 of Chapter 12 Population and human health of the Environmental Statement (TR010039/APP/6.1) .
Walking, Cycling and Horse Riding	There needs to be provision for cyclists to safely cross the A47 at this location. Part time signals may address this for part of the time. At other times this would present a dangerous crossing point for cyclists.	342	N	The Scheme would remove the existing A47/Upton Road/Peterborough Road roundabout severing the north to south route for general traffic at this point. A new underpass at the disused railway line will facilitate the safe crossing of the new A47 for walkers and cyclists. Further details of proposed facilities for walkers and cyclists are provided in Section 12.9 of Chapter 12, Population and human health of the Environmental Statement (TR010039/APP/6.1) .
Walking, Cycling and Horse Riding	I think we need either an underpass or cycle and footbridge to safely navigate over the dual carriageway.	359	Y	A new underpass at the disused railway line will facilitate the safe crossing of the new A47 for walkers and cyclists. Further details of proposed facilities for walkers and cyclists are provided in Section 12.9 of Chapter 12, Population and human health of the Environmental Statement (TR010039/APP/6.1) .
Walking, Cycling and Horse Riding	Yes but don't we need traffic lights 24 hours a day? How will cyclists I(and other NMU's) cross the roundabout without traffic lights? Could they be camera-operated so as to reduce delays to motor traffic.	100853	Y	The Scheme would remove the existing A47/Upton Road/Peterborough Road roundabout severing the north to south route for general traffic at this point. A new underpass at the disused railway line will facilitate the safe crossing of the new A47 for walkers and cyclists. Further details of proposed facilities for walkers and cyclists are provided in Section 12.9 of Chapter 12, Population and human health of the Environmental Statement (TR010039/APP/6.1) .
Walking,	Cyclists should be provided with an alternative way of	372	Y	The Scheme would remove the existing A47/Upton

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Cycling and Horse Riding	joining the Sutton Heath Road without riding up to and negotiating the hazard of the Nene Way roundabout to then double back again to the Sutton Heath Road.			Road/Peterborough Road roundabout severing the north to south route for general traffic at this point. A new underpass at the disused railway line will facilitate the safe crossing of the new A47 for walkers and cyclists. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	Alternatively, a roundabout moved westwards designed to allow WCHR to pass under the road at the railway cutting bridge.	101037	Y	The Scheme would remove the existing A47/Upton Road/Peterborough Road roundabout severing the north to south route for general traffic at this point. A new underpass at the disused railway line will facilitate the safe crossing of the new A47 for walkers and cyclists. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	Note that provision for non-motorists to Sacrewell Farm is not a through route (unless you are a pedestrian that wants to use the muddy public footpaths through the fields north of the farm centre).	380	N	Highways England have noted this comment.
Walking, Cycling and Horse Riding	However will the link road separate cycle/motorised traffic? How protected will cyclists be from motor traffic at the entrance to the garages?	100853	N	The new section of shared footpath / cycleway will be segregated from the carriageway of the new link road. Appropriate levels of intervisibility will be provided at the entrance and exit for the garage to facilitate the safe crossing of cyclists.
Walking, Cycling and Horse Riding	The Sacrewell underbridge will provide safe access to the farm and the existing footpaths and bridleways beyond. However, since none of these existing footpaths and bridleways are currently suitable for cyclists, they cannot be considered to provide a	100808	Y	Highways England have noted this comment. However, a new underpass at the disused railway line will facilitate the safe north to south crossing of the A47 for walkers and cyclists. A Walking, Cycling and Horse-Riding Assessment has been

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	viable 'safe' north/south cycle route.			undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	Cyclists safety should be considered at the fuel station – traffic will have access across the cycleway.	389	N	Appropriate levels of intervisibility will be provided at the entrance and exit for the filling station to facilitate the safe crossing of cyclists.
Walking, Cycling and Horse Riding	A short section of cycle route is required under the new road, at point 7 on the plan, to link the east-west cycle route with Sutton Heath Road. If this is not done, it is creating a very dangerous road situation for 5.cyclists on a North-south route. A route popular with club rides and commuters in Peterborough.	175	Y	An underpass suitable for use by walkers and cyclists will be provided at the disused railway line allowing a connection between the proposed footway/cycleway on the southern side of the A47 alignment and the section of Sutton Heath Road (which will become a cul-de-sac as a result of the Scheme). A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	The link road requires cycle provision to the eastern roundabout to provide an acceptable alternative cycle route for commuting and road cyclists to the suggested leisure cycle route beneath the existing A1 bridge.	342	N	It is not possible to provide an alternative cycle route along the A47 across the A1 overbridge due to the limitations of the existing structure.
Walking, Cycling and Horse Riding	We also need to be able to access Wansford safely from The A 47, we certainly do not want to pass in front of the BP filling Station, even with slip rads/ traffic lights. Please give us a path behind the filling station.	251	N	Appropriate levels of intervisibility will be provided at the entrance and exit for the filling station to facilitate the safe crossing of cyclists.
Walking, Cycling and Horse Riding	Plans for the west – east route appear to have a 15% gradient west of the A1 which is severe and means it will not be fully accessible to all users. E.g. my wife, who is registered disabled, cycles a recumbent tricycle and cannot manage anything above 8%; many	340	N	This is an existing route. No improvements are proposed on the existing NMU routes at the western end of the path where it passes beneath the A1. This is beyond the scope of the Scheme.

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	cyclists would struggle with a 15% gradient.			
Walking, Cycling and Horse Riding	The proposed underpass under the A1 is not satisfactory as it regularly floods. In addition the incline is very steep and is not currently usable by road cyclist.	371	N	This is an existing route. No improvements are proposed on the existing NMU routes at the western end of the path where it passes beneath the A1. This is beyond the scope of the Scheme.
Walking, Cycling and Horse Riding	What plans are there for upgrading the access to the cycle/walk/ride path at Wansford? At the moment the path is steep and uneven.	257	N	Works to upgrade the existing path were completed in 2020 as part of a Highways England Designated Funds Scheme. No improvements are proposed at the western end of the path where it passes beneath the A1.
Walking, Cycling and Horse Riding	No provision for wheelchair/mobility scooter as well so discriminating against disabled people.	101034	N	The gradients of the proposed shared footway/cycleways take account of the needs of the mobility impaired.
Walking, Cycling and Horse Riding	There remains no safe route for cyclists looking to head from north of the A47 through to Wansford without travelling through Nene Park. This effectively further cuts the area in 2 for cyclists and other vulnerable road users.	186	N	An underpass suitable for use by walkers and cyclists will be provided at the disused railway line allowing a connection between the proposed footway/cycleway on the southern side of the A47 alignment and the section of Sutton Heath Road which will become a cul-de-sac as a result of the Scheme. This infrastructure will provide a safe route between destinations to the north of the A47 and Wansford. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	It is very noticeable that you are only asking about the acceptability of east-west connections, not general provision including north- south. The latter are non-existent and therefore unacceptable.	378	Y	In addition to providing improved east to west connections for walkers and cyclists, an underpass will be provided at the disused railway line allowing a connection between the proposed footway/cycleway on the southern side of the A47 alignment and the section of Sutton Heath Road which will become a cul-de-sac as a result of the Scheme. This infrastructure will provide a safe route

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				for north to south trips across the A47. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1) .
Walking, Cycling and Horse Riding	Will there be pavements on bridal over A1 to enable Wansford residents to walk to Sacrewell?	100850	N	A footway will be provided adjacent to the new access road for Sacrewell Farm. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1) .
Walking, Cycling and Horse Riding	As a horse rider there is a conflict between horses and cyclists. Horses tend to be spooked by approaching bikes as they don't hear them until the last second. A separate bridleway would be safer.	100425	N	Due to the limited equestrian activity in the study area for the Scheme, no new bridleways are proposed with the exception of the permissive bridleway to be provided adjacent to the new Sacrewell Farm access road.
Walking, Cycling and Horse Riding	Is the route surface suitable for road cyclists? Will there be defined segregation from other users? Will be a paved underpass for road cyclists at Sutton Heath Road connecting them to Wansford & beyond? How do I view the walking, cycling & horse riding survey?	295	Y	An underpass suitable for use by walkers and cyclists will be provided allowing a connection between the proposed footway/cycleway on the southern side of the new A47 alignment and the section of Sutton Heath Road which will become a cul-de-sac as a result of the Scheme. The proposed underpass will utilise the disused railway alignment that is in a cutting at this point. Signage will be provided on Sutton Heath Road to direct walkers and cyclists to the underpass allowing them to pass beneath the A4. The provision of this infrastructure will facilitate the safe crossing of the new A47 for north to south trips. The shared footway/cycleway will be surfaced and segregated from the A47. A Walking, Cycling and Horse-Riding Assessment

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
				has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1) .
Walking, Cycling and Horse Riding	When will formal plans be ready with further detail? More clarity is needed on the provision for NMU's.	100853	N	A Walking, Cycling and Horse Riding Assessment has been undertaken, and further design, mitigation and enhancement measures are summarised in Section 12.9 of Chapter 12 Population and human health of the Environmental Statement (TR010039/APP/6.1) .
Walking, Cycling and Horse Riding	At point 3 on the Walking, Cycling and Horse Riding Routes Drawing, provision needs to be made to a. reduced the potentially injurious effects of the sharp bend at the bottom of the descent from (Old) Peterborough Road and b. reduce the effect of an immediate steep climb on turning left from under the bridges. Both these disadvantages could be part overcome by constructing a widening at the elbow of the underbridge path and the track leading downhill from Peterborough Road. This would require a short section of say 10m to project on piles approx. 2 m out in a platform arrangement over the river.	100770	N	This is an existing route. No improvements are proposed on the existing non-motorised user routes at the western end of the all-user path where it passes beneath the A1. This is beyond the scope of the Scheme.
Walking, Cycling and Horse Riding	We note the intention to extend the footpath/bridleway network, why can't the Crossways track from Sutton to Ailsworth be upgraded for all users? Including cyclists.	100853	N	The Sutton Crossways track, Sutton 3, is a bridleway and can be used by cyclists. The bridleway is not directly impacted by the Scheme.
Walking, Cycling and Horse Riding	As you have proposed an underpass for horseriders near to Sacrewell Farm, so you should provide an underpass for cyclists near the eastern end of the scheme. This could be near the roundabout or, more logically at the end of The Drift. This would give cyclists coming from the Castor/Ailsworth direction the option of continuing West towards Wansford under the A1 or turning North under the A47 and on	238	Y	An underpass suitable for use by walkers and cyclists will be provided at the disused railway line allowing a connection between the proposed footway/cycleway on the southern side of the A47 alignment and the section of Sutton Heath Road which will become a cul-de-sac as a result of the Scheme. This infrastructure will provide a safe route for north to south trips across the new A47. A

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	to Sutton Heath Road. Both alternatives offer access to popular cycling routes. I hope that you will give this proposal serious consideration.			Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	Could Linked Funds or Designated Funding be used to link the end of the cycle path at the most westward roundabout with the development of the Wittering Junction on the A1? The existing path is for walkers only and is in a poor state of repair. This would be an ideal opportunity to link the now isolated and about to expand village of Wittering with Wansford and Peterborough.	246	N	This is outside the scope of the Scheme. A number of designated funds have been considered and taken forward; improvements delivered are separate to the development of the Scheme. From 2020 to 2025, Highways England will be investing £936 million from our standalone – or designated – funding. This money is allocated to four funding streams focused on making improvements that will make the biggest difference and deliver lasting benefits. More details are provided on the Highways England website: https://highwaysengland.co.uk/designated-funds/ . Designated Funding is not proposed for this path and an application would have to be made for its improvement.
Walking, Cycling and Horse Riding	What about upgrading the bridleway from Sacrewell to the Sutton Heath Road to a dual use for horse riders and cyclists. These improvements would create an entire network of route.	100853	N	Upgrading the bridleway is not within the scope of the Scheme.
Walking, Cycling and Horse Riding	Will the routes by running, elevated, adjacent to the A47? Will there be room to fit in such provision south of the proposed route in the flood plain area, almost on the river, which is frequently under water when it rains? What happens to the attractive Nene Way?	101021	N	The proposed footway/cycleway on the southern side of the A47 will be surfaced and appropriately drained.
Walking, Cycling and Horse Riding	It is accepted that the shared use of the railway tunnel may not be possible. However, it is perfectly feasible to construct a second tunnel /underpass. Given that any embankment will effectively act as a dam to the existing watercourse, a tunnel structure	100770	Y	An underpass suitable for use by walkers and cyclists will be provided at the disused railway alignment to facilitate safe north to south trips across the new A47. A Walking, Cycling and Horse-Riding Assessment has been undertaken and

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	will be an engineering requirement to prevent build of water in periods of heavy rain. So, just as with the tunnels at Etton on the A15, a drainage solution can also be used be a sustainable transport opportunity. I would very much hope that the tunnel is constructed as a planned engineering part of the scheme rather than an afterthought as is the case with Etton. There is no reason that this should add to the costs of the project.			design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	It has been suggested there could be land ownership issues concerning provision of a cyclepath under the new bridge. It is hard to believe these would be insurmountable, considering the total area of land that will be taken for the scheme and the fact that the land and habitat in the area will, in any event, be severely disturbed and altered during construction. If both of the access ramps descend from east to west there will be no need to cross the former railway line at ground level. Indeed, if it is not possible to agree the use of even a narrow strip of land for a cycle route then construction on the ground could be avoided entirely by hanging an appropriate structure from the underside of the bridge, albeit at greater cost. A cycle route under the new bridge would not impact in any way on the existing bridge and its habitat.	100879	Y	An underpass suitable for use by walkers and cyclists will be provided at the disused railway alignment to facilitate safe north to south trips across the new A47 alignment. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	I would suggest a cycle path be placed linking the proposed cycleway that runs parallel with the dual carriageway, but which connects directly to Sutton Heath Road. This could utilise the existing unused railway route. This would significantly help in reducing the exposure of cyclists to heavy traffic, which they would have to contend with if they had to utilise the above proposal. My suggestion is an additional feature to the proposal.	361	Y	An underpass suitable for use by walkers and cyclists will be provided at the disused railway alignment to facilitate safe north to south trips across the new A47 alignment. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9)

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				(TR010039/APP/6.1).
Walking, Cycling and Horse Riding	Could we have an underpass from the NMU route that would connect with the S.H. road at a much earlier point.	100954	Y	An underpass suitable for use by walkers and cyclists will be provided at the disused railway alignment to facilitate safe north to south trips across the finalised A47 alignment. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	All the surfaces for cycling should be of satisfactory standard, suitable for road cyclists and commuters in all conditions (flooding, ice, lighting) to avoid cyclists being 'forced' onto the main road which is not designed for them.		N	All of the proposed shared footway/cycleways will be surfaced and appropriately drained.
Walking, Cycling and Horse Riding	The consultation brochure states (p25) that the proposed underbridge into Sacrewell Farm is to provide a safe north/south crossing for 'Walkers, cyclists and horse riders.' As far as we are concerned this statement is incorrect.	100808	N	The underbridge at Sacrewell Farm can be used by walkers, cyclists and horse riders. In addition to the underbridge at Sacrewell Farm, an underpass suitable for use by walkers and cyclists will be provided at the disused railway alignment to facilitate safe north to south trips across the new A47 alignment. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	From many of the drawings it was difficult to pick out the exact intended route for NMUs. Many proposed details were not clear.	100954	N	Highways England has noted this comment and will look to make the drawings clearer in the future. The routes for cyclists, pedestrians and horse riders are shown on the Rights of Way and Access Plans (TR010038/APP/2.4).

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				Full details of the proposed facilities for walkers and cyclists are provided in the Walking, Cycling and Horse-Riding Assessment which has been undertaken. Design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).
Walking, Cycling and Horse Riding	<p>The Impact Assessor has however chosen to ignore the requirements for Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) clearly stated in HD42/17, and in particular the requirement to assess the Walking, Cycling and Horse-riding (WCH) networks existing within a minimum of 5km around the scheme, and the ways in which the proposed scheme can improve these. The PEIR in para 12.3.2 states that 'professional judgement' has decided that the existing networks 'within 250m from the land within the Proposed Scheme boundary' are an appropriate study area'. The statement is also worded in a way which might be held to have excluded the existing road itself and its side roads, which have been the most important access routes for WCH making their everyday journeys for recent centuries, until successive enlargements of the road and of the A1 road during the last 60 years have made them intolerably unpleasant and unsafe for non-motorised users.</p> <p>What I am saying is that the alignment of the A47 (and indeed of the A1) continue to be public rights of way for WCH, and to be the most direct 'desire line' routes for the origins and destinations, local and distant, for travel by these modes, and therefore must be considered as the principal loss of access for them caused by the road(s).</p>	100972	N	<p>The study area for the assessment of impacts on land use and accessibility, which includes the impacts on walking, cycling and horse riding extends 500m from the DCO boundary (including the construction footprint), in line with the most up to date guidance in the Design Manual for Roads and Bridges (DMRB), LA 112 Population and human health. A Walking, Cycling and Horse-Riding Assessment has been undertaken and design, mitigation and enhancement measures are summarised in Chapter 12 Population and human health of the Environmental Statement (Section 12.9) (TR010039/APP/6.1).</p> <p>Following feedback made at the statutory consultation and further assessments the alignment was altered and the Scheme alignment is now more in-keeping with the existing A47 alignment. Changes have been made to the design of the Scheme, including a northern route at the eastern end between Sutton Heath Road and the A47/Nene junction which is further away from the River Nene. A shared footway/cycleway would be provided on the old alignment of the A47, that would be closed to traffic, to provide a link between the proposed underpass and the point where the new side road linking to Peterborough Road (Ailsworth) is to be provided. A shared footway/cycleway would also be</p>

Topic area	Consultation response	User ID (s):	Change (Y/N)	Highways England's response (inc. the regard had to the consultation response):
	I am saying that the decision of the Impact Assessor to ignore the effective severance of long-existing WCH rights of way is unlawful, and invalidates this part of the PEIR and thus of the current consultation.			provided on the section of The Drift (at Sutton) that would be severed by the Scheme to a point where The Drift is stopped up.