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This report shows all coded response data sorted by Theme, Code, Consultation Question, User ID, Organisation, Coded Text, during the Stage 2 Consultation March/April 2017.

This can be used to review all the response text according to the codes applied. If you wish to examine the detail of responses coded as 'SCH - Concern - value for money', you can do so by filtering the data in this spreadsheet for that code.

To attribute a response to a respondent, look for the User ID in the document 'A47\_Wansford - User List'.

Wansford SAR Appendix Q Responses to Filtered Public Comments by Design/Route

Theme	Code	Coded Text	SAR Response
General (GE)	GE - Design / route	The proposed junction at the foot of the Upton minor, 'Farm' road is not viable. This should be shut to all vehicles except farm access possibly. Upton access to Langley Bush Road is via a very small minor road which is suitable for farm traffic and local residents	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
General (GE)	GE - Design / route	The slip road from the southbound A1 to the eastbound A47 is a joke (based on the diagrams provided). It needs to be several times longer. Compare the slip roads at Carpenters Lodge, with the slip road from the A1M southbound to the A14 spur. The new slip road needs to be similar to the A1M/ A14 spur. I am sure that vehicle counts would show which is the busier junction	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
General (GE)	GE - Design / route	You will be aware that the Parish Council has considerable reservations as to the efficacy of the A1/A47 western flyover roundabout junction which I fully agree with	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
General (GE)	GE - Design / route	Barnack Parish Council is particularly concerned that apart from option 2, and if there is a flyover on option 3 (not shown) there appears to be no facility for traffic from Sutton Heath Road to join the A47 or for traffic from the A47 to join the Sutton Heath Road	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
General (GE)	GE - Design / route	We are concerned to see that apart from the slip road from the A1 no proposals are shown to address the problems of long tailbacks which occur during peak times in both directions on the A47 itself	Dualling will help to address tailbacks.
General (GE)	GE - Design / route - lorry park	Access to the informal Lorry park should be signposted and its existence recognised (dead end road south of A47 at this point)	Opportunities to use designated funds to make improvements to the Lorry Park will be investigated in PCF Stage 3
General (GE)	GE - Design / route - lorry park	You have not included reference to the Lorry Park/ driver rest area/picnic spot as part of your scope (its the dead end road to the south, between the A47 and the Nene).	Opportunities to use designated funds to make improvements to the Lorry Park will be investigated in PCF Stage 3
General (GE)	GE - Design / route - lorry park	This is a well used lorry park (a rare thing), is a driver rest area, has a closed public toilet, poor litter control, a beautiful view of the River Nene eastwards - there appear to be scope for physical improvement on the back of your A47 scheme.	Opportunities to use designated funds to make improvements to the Lorry Park will be investigated in PCF Stage 3
General (GE)	GE - Design / route - lorry park	I suggest you recognising continued safe access is needed and its value to lorry parking and public recreation	Opportunities to use designated funds to make improvements to the Lorry Park will be investigated in PCF Stage 3
General (GE)	GE - Design / route - lorry park	Whilst dealing with the road also deal with the lorry park area near the petrol station which is really unsavoury and attracts some very dubious people, whatever happens do not enhance it as a destination where it becomes even more off the beaten track and just then encourages more activity	Opportunities to use designated funds to make improvements to the Lorry Park will be investigated in PCF Stage 3
General (GE)	GE - Design / route - Sutton Heath Road Junction	1. It appears that all 3 options would make a dead end of Sutton Heath Road. There have been many fatalities at its junction with the A47 and drivers should be made to turn left and then right at the Sutton Junction	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
General (GE)	GE - Design / route - Sutton Heath Road Junction	From my parish council's point of view we need to retain an access to replace the one from Sutton Heath Road. The best solution would be to abandon the Eastern/Sutton/Upton Roundabout and to connect Sutton Heath road to the drift at a new roundabout to the west	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
General (GE)	GE - Design / route - Sutton Heath Road Junction	Roundabout at Sutton Heath Road would reduce accidents and could improve flow during Burghley Horse Trials (September annually)	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
General (GE)	GE - Design / route - Sutton Heath Road Junction	There is nothing on any of the 3 options that explains how the Sutton Heath junction will be incorporated	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
General (GE)	GE - Design / route - Sutton Heath Road Junction	The possibility of moving the roundabout at Sutton back towards Wansford to the Sutton Heath road (as discussed at one of the consultation meetings) would seem to be a good solution, and could provide better access into Sacrewell if the entrance came from the Sutton Heath road across the fields	Sutton roundabout has been moved to the west and connects to Sutton Heath road and The Drift. Proposed access to Sacrewell farm is via an underbridge. Junction strategy will be reviewed again and developed further in PCF Stage 3
General (GE)	GE - Design / route - Sutton Heath Road Junction	Although it seems that little thought has been given to the 'proposed junction' and the junction with the Sutton Heath Road and access for the people of Sutton, the problems are the same for all three proposed options, as are those for Sacrewell Farm Centre, the filling station, the Wansford - Stamford railway crossing and the Wansford Picnic area	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
General (GE)	GE - Design / route - Sutton Heath Road Junction	The justification for the potential relocation of this junction that it would permit the closure of the existing priority junctions where Sutton Heath Road and The Drift meet the A47 is understood	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
General (GE)	GE - Design / route - Sutton Heath Road Junction	As shown in the HE Options document there would need to be a new round-a-bout at the Sutton Heath Road junction, too close to the existing Sutton/Upton round-about and, potentially, a new round-a-bout at the Drift into Sutton. Three round-a-bouts within a very short distance	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design

Theme	Code	Coded Text	SAR Response
Option 1 (O1)	O1 - Design / route	The existing road is straight enough for people to be lulled into overtaking but not straight enough to give a clear line of vision. When I'm cycling along the new road I would like to be visible from a long way away	Visibility and line of vision will be considered as the design develops in later PCF Stages
Option 1 (O1)	O1 - Design / route	To keep existing route without disrupting the bungalow on right side as you go towards Peterborough before the Sutton turn to the right. Likewise the house on the left.	Every effort will be made to minimise impact on properties, however inevitably there may be demolition of property depending on which route is selected as preferred route.
Option 1 (O1)	O1 - Design / route	I believe part of the old railway building near the bridge as you go towards Peterborough.	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 1 (O1)	O1 - Design / route	To spend less money on re-routing	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 1 (O1)	O1 - Design / route	Too many round-a-bouts needed in a short distance	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 1 (O1)	O1 - Design / route	If the junction from the drift was closer it would be better	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 1 (O1)	O1 - Design / route	The western section of the road will have to be moved somewhat north in any event as it is embanked to the south.	Option preference comment
Option 1 (O1)	O1 - Design / route	To expand this embankment would impinge on the river Nene's floodplain and be unnecessarily costly	Option preference comment
Option 1 (O1)	O1 - Design / route	Still not straight	Option preference comment
Option 1 (O1)	O1 - Design / route	It does seem logical to follow the existing route but the bridge over the old railway does have a poor angle to get between the two properties either side.	Option preference comment
Option 1 (O1)	O1 - Design / route	The western side will have to be moved more into Sacrewell farm (North of road) as south is unstable land	Ground Investigations will be carried out early in PCF Stage 3 as part of preliminary design.
Option 1 (O1)	O1 - Design / route	The biggest plan would be the old railway bridge how to remove the twist and turn if on the same route I am concerned that there is no detail on the proposed junction at the eastern end which would not be able to cope in its current roundabout configuration. If left as a roundabout it would quickly become congested and dangerous for traffic using the side roads getting onto the A47	Ground Investigations will be carried out early in PCF Stage 3 as part of preliminary design.
Option 1 (O1)	O1 - Design / route	The existing alignment has numerous bends in the road	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 1 (O1)	O1 - Design / route	It has the key features of an A1 freeflow slip road and dualling to Sutton roundabout	Option preference comment
Option 1 (O1)	O1 - Design / route	Also I don't think the line of the existing road is suitable as a dual carriage way	Option preference comment
Option 1 (O1)	O1 - Design / route	The road is also too close to the river and hence the existing is subject to landslip	Ground Investigations will be carried out early in PCF Stage 3 as part of preliminary design.
Option 1 (O1)	O1 - Design / route	It is not a practical solution as the twisting alignment at the old railway bridge needs to be addressed	Option preference comment
Option 1 (O1)	O1 - Design / route	1. The route is described as 'on the line' of the existing road but in fact it will need to have a far wider profile to accommodate 4 lanes and reservations and earthworks etc.	Option preference comment
Option 1 (O1)	O1 - Design / route	2. The road should be constructed by excavating the land to the north to avoid it being on the horizon. All surplus soil should be formed into a bank so protecting Sacrewell from the sight and noise of the road	Option preference comment
Option 1 (O1)	O1 - Design / route - Sutton Heath Road Junction	I think the proposed junction Sutton/Upton is not good	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 1 (O1)	O1 - Design / route - Sutton Heath Road Junction	What will happen to the Sutton Heath road junction	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 1 (O1)	O1 - Design / route - Sutton Heath Road Junction	It appears to do nothing to improve the junction of the A47 with Sutton Heath Road	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 1 (O1)	O1 - Design / route - Sutton Heath Road Junction	Sutton Heath Road or the Drift and the roundabout not sure how this would be addressed	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design

Theme	Code	Coded Text	SAR Response
Option 2 (O2)	O2 - Design / route	Not sure about this - seems to be too much weaving about and leaves some strange left over old A47 and junctions	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 2 (O2)	O2 - Design / route	the bungalow on the south lane which is now in an incongruous place and could do away with the trucker's lay-by which has been a long term problem for crime and an embarrassment to local walkers, cyclists and runners who frequently get an eye full	Opportunities to use designated funds to make improvements to the Lorry Park will be investigated in PCF Stage 3
Option 2 (O2)	O2 - Design / route	Too costly and too many round-a-bouts needed	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 2 (O2)	O2 - Design / route	The west section heavily impacts on Sacrewell and also brings it closer to Windgate Way which is already badly affected by the proximity of the A1 and the A47	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 2 (O2)	O2 - Design / route	ROADS STARTING TO LOOK LIKE A DORKS HIND LEG !!! THE ROMANS INTRODUCED STRAIGHT ROADS AND THIS HAS GONE AWAY FROM THAT	Option preference comment
Option 2 (O2)	O2 - Design / route	ROUTES MUCH CLOSER TO SUTTON VILLAGE WITH THE NOISE DISTURBANCE AND ALSO VERY CLOSE TO THE RIVER NENE	Option 2 has been re-aligned so is as close to the existing route as possible
Option 2 (O2)	O2 - Design / route	THERE IS A LARGE POND AREA CLOSE TO EASTERN ROUNDABOUT AND THIS ROUTE GOES STRAIGHT THROUGH IT. THIS POND DRAINS ALL THE LAND TO THE NORTH OF THE EXISTING A47	Drainage will be looked into further in PCF Stage 3 as part of preliminary design and taken to appropriate outfall
Option 2 (O2)	O2 - Design / route	The proposed route, has an area near to the River Nene, which floods regularly. To prevent the new carriage way being flooded, it would need to be embanked, and in the medium term, settlement could result in extra repair costs, and congestion during the remedial work	A Flood risk assessment will be carried out early in PCF Stage 3 as part of preliminary design and the Environment Agency will be consulted.
Option 2 (O2)	O2 - Design / route	Option 2 is unsuitable as it will require the acquisition of new land at significant cost and still leaves us with too many round-a-bouts	Option preference comment
Option 2 (O2)	O2 - Design / route	However unless there is a junction or flyover, which is not shown to the west, the traffic is unable to join the A1 unless it goes East first	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 2 (O2)	O2 - Design / route	We have also taken into consideration that option 2, by building some of the new carriage way south of the existing road might involve considerable difficulties in its construction	Ground Investigations will be carried out early in PCF Stage 3 as part of preliminary design.
Option 2 (O2)	O2 - Design / route	Comment on Option 2	Option 2 has been re-aligned so is as close to the existing route as possible moving away from Sutton Village
Option 2 (O2)	O2 - Design / route - Sutton Heath Road Junction	1. The alignment of this route is closer to and will cause more noise/ visual intrusion/ pollution to Sutton Village and Sacrewell	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 2 (O2)	O2 - Design / route - Sutton Heath Road Junction	It also appears to provide a means of safely connecting the southern end of Sutton Heath Road with the A47 Sutton roundabout using a section of the 'old' A47 to connect directly with the Sutton roundabout	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 2 (O2)	O2 - Design / route - too far south	It drops to far south	Option preference comment
Option 2 (O2)	O2 - Design / route - too far south	I do not see the point of taking a more southerly route for the A47 to Wansford	Option preference comment
Option 2 (O2)	O2 - Design / route - too far south	To take the road south brings the road too near the village of Sutton. This will cause unnecessary pollution in the village, which would be avoided by taking the road to the North	Option 2 has been re-aligned so is as close to the existing route as possible moving away from Sutton Village
Option 2 (O2)	O2 - Design / route - too far south	Do not want the road any more south than it already is	Option preference comment

Theme	Code	Coded Text	SAR Response
Option 3 (O3)	O3 - Design / route	Land in use better than other options ie not near sites or the subsidence that occurred at garage / pumping station	Option preference comment
Option 3 (O3)	O3 - Design / route	Land to north of existing road appears to be on stone!	Option preference comment
Option 3 (O3)	O3 - Design / route	Leaves the existing carriage way open to Wansford	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 3 (O3)	O3 - Design / route	New junction required (roundabout?) for the Southorpe exit	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 3 (O3)	O3 - Design / route	Two, to allow the state, flow of traffic eastbound from Sutton Heath Road and Langley Bush Road. The entry to the A47 from three roads should only be westbound. Currently the junction is lethal, it is sited on a bend, and on a hill!	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 3 (O3)	O3 - Design / route	A good sweeping curve, away from Sutton, and North of the old station (unless that can be moved) into agricultural land away from settlements	Option preference comment
Option 3 (O3)	O3 - Design / route	It also avoids the area closer to the river to the south which does tend to flood in heavy rains	Option preference comment
Option 3 (O3)	O3 - Design / route	ROUTE IS FURTHER AWAY FROM SUTTON VILLAGE. IT IS A STRAIGHT ROAD	Option preference comment
Option 3 (O3)	O3 - Design / route	Ability to design good new junctions and make use of existing road as cycleway/local service road	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 3 (O3)	O3 - Design / route	This is the sensible choice with changes to the southorpe / Sutton Heath junction to allow access from both directions	Option preference comment
Option 3 (O3)	O3 - Design / route	Will go over open land and should not disrupt the traffic and local wildlife area however protection of the woodland should also mean the road is brought south a little more at that point	Option preference comment
Option 3 (O3)	O3 - Design / route	Appears to be the most direct alignment, and potentially avoids flooding from the River Nene (or reduces mitigation measures required of the scheme)	Option preference comment
Option 3 (O3)	O3 - Design / route	Option 3 is the correct solution as I believe that the A47 northern shelter belt is HE property and little new land would be required. This Option also offers the opportunity to remove an accident black spot (A47/Sutton Heath junction) and improve access and traffic flows.	Option preference comment
Option 3 (O3)	O3 - Design / route	As shown in the HE Options document there would need to be a new round-a-bout at the Sutton Heath Road junction, too close to the existing Sutton/Upton round about and, potentially, a new round-a-bout at the Drift into Sutton. Three round-a-bouts within a very short distance.	Option preference comment.
Option 3 (O3)	O3 - Design / route	Re-routing the Sutton Heath Road to the SE to a new round-a-bout on the proposed dualled A47 provides access to both Sutton and the Sutton Heath Road. This allows the removal of the existing Sutton round-a-bout and the use of the existing A47 as the local service road. One round-a-bout instead of 3 and a solution to the A47/Sutton Heath Road junction accident black spot as shown in Drawing No.1	side road / junction comment which will be reviewed during PCF Stage 3 as part of the preliminary design
Option 3 (O3)	O3 - Design / route	Option 3	Option preference comment.
Option 3 (O3)	O3 - Design / route	Build a new Dual Carriage way to the north of the existing A47	Option preference comment.
Option 3 (O3)	O3 - Design / route	- Complete new positioning of Dual carriage way	Option preference comment