

26<sup>th</sup> January, 2021

**A46 Newark Bypass - Options Consultation RESPONSE PRO FORMA**

**Response submitted by Winthorpe & Langford Parish Council on behalf of Residents**

The information below is a transcript of what the Parish Council have submitted to Highways England as part of the “Public” Consultation. This response has been submitted alongside individual responses that all residents were invited to submit by Highways England.

**In summary:**

- 1) The Parish Council feels that the Consultation was inadequate for the Covid lockdown situation that we are living through – given that public meetings and discussion have not been possible and the information provided was only fully accessible in online form, which is an equalities issue for those residents less familiar with accessing information online.
- 2) The Parish Council believes that neither option (1 or 2) offers sufficient consideration for the residents of Winthorpe, who will be excessively impacted by noise, pollution and damage to the character of the conservation village of Winthorpe.

A number of significant areas and properties will be adversely affected; in some cases destroyed.

- 3) Whilst we agree that improvements to the current A46 are needed, the economic viability of the project is not proven, especially in the light of traffic growth projections being uncertain following the permanent change to travel and working practice that Covid has introduced for many members of our society.
- 4) We therefore urge Highways to reconsider the options and seek a solution which is less detrimental to the Residents and character of Winthorpe.

**Transcript of responses submitted on the Highways England website:**

(Parish Council responses in Red).

We may use your details to contact you in the future about your response or to provide you with updates about the scheme.

Are you happy for us to contact you about your response if required?

Yes

No

Do you want to receive future updates about the scheme?

Yes

No

Are you responding on behalf of an organisation?

Yes  
No

Organisation name:  
Winthorpe & Langford Parish Council

Organisation role:  
Parish Council responsible for representing views and best interests of residents of the parish.

**1 Which of the following best describes you? (Tick all that apply)**

Resident and regular user of the A46  
I'm a local resident,  
I'm a local business owner,  
I travel on the bypass regularly using a private vehicle

**2 Have you received correspondence that you are an affected landowner?**

Yes  
No:

**3 Please tell us why you use the A46 Newark Bypass? (Tick all that apply)**

Travelling to or from work,  
Travelling for business,  
Leisure/recreation,  
School pick up/drop off,  
Long distance journeys (greater than 10 miles)

**4 How do you normally travel on the A46 Newark Bypass? (Tick all that apply):**

Ticked all options

**5 How often do you travel on the A46 Newark Bypass?**

3 days a week or more  
(Most frequent option presented)

**6 When do you usually travel on the A46 Newark Bypass? (Tick all that apply)**

All times:  
Weekday morning peak (7am to 9am)  
Weekday evening peak (5pm to 7pm)  
Weekday off peak (all other times)  
Weekends anytime

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

Dissatisfied for most answers

Safety:  
Congestion:  
Layout:  
Journey time:  
Noise:

Air quality:

Access for pedestrians, cyclists and horseriders:

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

Comments:

It is worthwhile noting that traffic has altered significantly on this road since the outbreak of Coronavirus.

Haulage traffic remains as is, but car and other vehicular usage is significantly reduced. How much will this reduction impact future usage of this road? Is the life-altering impact of Covid on road usage post-the-pandemic (i.e. more people working from home) being considered in either of the options presented?

**8 To what extent do you agree that improvements to the A46 Newark Bypass are needed?**

Agree

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

Strongly oppose

**9b Please provide any further comments about Option 1:**

Comments:

**WINTHORPE JUNCTION:**

Winthorpe's status as a conservation village is not properly acknowledged.

This option comes too close to our village conservation envelope, including encroachment on parkland, several Grade II listed properties and other notable historic houses.

The road will have a dramatic visual impact on historic parkland enjoyed by all of the village in Winthorpe Park and for my neighbours at Low Wood, The Spinney and perhaps most notably Hargon Lane. There will also be significant increases in noise, vibration and light pollution when coupled with the A1 burden that Winthorpe already bears.

As Winthorpe residents, the potential for financial degradation to our land and property coupled with the visual & auditory impact of this road will be life-altering.

With the recent headlines around the death of nine-year-old Ella Adoo-Kissi-Debrah from road air pollution in London we also hold concerns around the impact of this route on the health and well-being for all residents in this village. The A46 will now be coming much nearer to Winthorpe Primary School.

From a benefit-cost ratio perspective, this option also fails to give a significant benefit when reviewing the preliminary information presented in the Options Summary Report. This option scores less than 1.0 on this Benefit Cost Ratio measure.

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

Strongly oppose

**10b Please provide any further comments about Option 2:**

**Comments:**

From a Winthorpe perspective the only way to describe both options are "rock" and "hard-place." Option 2 will have ramifications for villagers on the whole of the south side of the village including Pocklington Crescent, Branston Close and a drastic impact on residents at Hargon Lane. It will see a homeowner's garage and a chunk of his land taken through compulsory purchase for the scheme. This property will consequently become uninhabitable.

Under this option the property at the end of Hargon Lane will be demolished to make way for the additional lanes of the A46.

Vibration from heavy lorries is already an issue for homeowners at this side of the village. This will become worse as vehicle speeds increase due to this stretch now being "through traffic".

All of the above arguments in question 9b also apply.

In conclusion this option also fails to give a significant benefit-cost score. This choice shows a benefit cost ratio of 1.23 for a higher cost & risk option.

Should traffic growth be less than forecasted back in 2017, due to the permanent impact of Covid on travel norms, then the benefits will be significantly reduced and both options would become economically non-viable, by Highways England's own assessment.

**11a Different layouts for Cattle Market junction are presented within Option 1 and Option 2 (this can be seen on page 6 of the consultation brochure).**

Option 2 - a flyover with the A46 elevated to pass over the roundabout and no changes to the A616/A617

**11b Please provide any further comments you would like to add:**

**Comments:**

There must be grade separation at the Cattle Market roundabout. It's counterintuitive where the key objective is to improve flow and then suddenly stop the traffic. The main road needs to go through the middle – a hamburger roundabout - and these roads must be separated.

**12a Different layouts for the link between the A1 and Winthorpe junction are presented within Option 1 and Option 2 (this can be seen on page 7 of the consultation brochure).**

Neither option

**12b Please provide any further comments you would like to add:**

**Comments:**

Both of these options are terrible choices for Winthorpe Village & Winthorpe estate. They seriously compromise the green-belt land surrounding an area that already shoulders a huge auditory burden from the A1.

The addition of an 80m underpass into Newark from Winthorpe is shocking and totally out of keeping with the setting we live in. The potential for anti-social behaviour because of this addition is huge.

The noise and sound impact on the Winthorpe Estate - with a large flyover that would be elevated- is being misrepresented to the local community and will have a major negative impact on that area of Newark.

Will the trees on the verge be removed? This would be particularly damaging on the Newark side. The plans make it look like the road would go a lot closer to the row of back gardens there.

The heavy traffic which queues on to the A46 on show days at the Newark showground is also not being duly considered. Both options have all traffic converging at this roundabout. Will this make showground days even worse than they are currently & congestion problems even more of an issue? This will have a huge impact on all traffic - lights to control flow are a necessity at this junction.

It is also evident that the A46 is being looked at in isolation. Approximately 50% of vehicles exit and enter the A46 at the A1 junction. This inter-change is dangerous and does not aid traffic flow in or out of Newark. These safety problems are not being addressed by either option – both options only bypass 50% of the traffic and do not address the genuine danger on the roundabouts for the 50% that remains.

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

How have other options for this road scheme been discounted? Particularly the lower cost option along the existing A46 corridor? From the current information it is not convincing that the £500million budget will well and truly address the traffic problems on the A46.

The Southern relief road in Newark is still not complete. Surely this road could be used to ease and improving the A46 in the Newark Area as well as altering the current flow of traffic? It feels like the thinking is not joined up.

There are also elements of local planning that will impact this project significantly and need to be factored in as well. There is the amount of heavy-haulage traffic which enters the A46 at the Friendly Farmer inter-change from Know How which needs to be considered.

From a conservation perspective what are the number of trees that will be uprooted by this project & how will this be mitigated? Green-belt land will be destroyed and the extensive removal of current road-side trees and shrubbery that this project would require removes lots of existing protection from road noise for local residents. This established green belt would take decades to grow back. This is in addition to the earlier point of Winthorpe's status as a conservation area not being correctly acknowledged.

From a historical perspective it is also important to note that both proposed options pass directly over the Parliamentary battle line at Winthorpe. What mitigation will there be for this?

From a visual perspective the heightened road will be ugly and encroaching on residents in Farndon, Winthorpe Estate and Winthorpe. This will undoubtedly increase air pollution problems, traffic noise and light pollution.

Both options for this road do not seem fully fit for purpose. They smack of tick box exercise: that is analysis on computers rather than truly coming and seeing the real problems locally, a total disregard for history and conservation land, as well as an utter disregard for the residents of Newark, Winthorpe and other surrounding villages who arguably should be benefitting from this project the most.

This project needs proper reconsideration of all options. Neither option presented as they are currently will make Newark or the surrounding villages a better place to live. Instead, it brings more dual carriageway network into the area rather than by-passing local residents.

**14 How did you hear about the consultation? (Tick all that apply)**

Other:

Concerned residents making sure there was greater awareness of the impact these options would have on the village of Winthorpe.

**15 If you have seen our scheme webpage online, did you find it useful and engaging?**

Yes

No

**16 How did you find out more information about the proposed scheme? (Tick all that apply)**

**Other (please specify in comments box below)**

OTHER:

Our residents - who have worked tirelessly to create a much more digestible version of what the impact of this road will be for the village of Winthorpe. Most of the information presented by Highways England is difficult to understand and visualise. As a village we need pictures, videos and 3D images of what the proposals are rather than long-winded technical documents that normal people cannot understand or easily locate.

Calls with Highways England at the request of local residents and also requested by the Parish Council.

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

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

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

This non-statutory consultation has felt disengaging, untimely and mis-leading.

A large majority of impacted residents discovered the magnitude of the impact of this bypass AFTER the consultation had opened. Consultation packs arrived late. Broad swathes of the

local community are still hugely unaware of the true impact of this road, as information is largely web-based.

The telephone helpline has not been effective. Feedback from residents of being asked to contact a call-centre & being told to wait up to 15 days for a response, just before Christmas, is not acceptable. Giving 37 working days to truly understand and engage with the options that have been laid out, does not allow for proper and thorough understanding.

Virtual meetings with the project team have gone some way to help with the dissemination of information, but a large part of Winthorpe Village don't have the capability to engage and understand information in this way - is this inclusive?

Many of the actions that have been taken to improve the effectiveness of this consultation, have come only after direct feedback from Winthorpe village.

The next round of consultation needs to be more inclusive, more engaging, more empathetic, more fact-filled and more robust.

This consultation has felt sub-standard for all impacted residents. Information has been late, mis-leading and not shared in an engaging enough way.

**18 Please provide us with any comments on how we can engage with you in the future:  
Comments:**

The level of engagement with impacted residents on these plans has not been fit for purpose. Many are left feeling upset, confused and uncertain given the absolute lack of communication received on this project.

Information needs to be given in a way that is easy to understand and to visualise. Winthorpe require so much more information in a way that is easier to understand than is currently available.

Attempting a public consultation with a village community during Covid is totally impractical, and extending the period by 2 weeks made negligible difference. The process should have been delayed until public gatherings are permitted for more inclusive consultation.

Would a 3 month delay in order to allow public gatherings to take place not have been a far wiser course of action? Most other aspects of life and business have had to give way to the impacts and reality of Covid – why should Highways England proceed as if nothing has changed?