

A46

Newark Bypass

Summary of the autumn 2022 statutory consultation
and spring 2023 targeted consultation



July 2023



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The scheme

At National Highways we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow.

Need for the scheme

In March 2020, the Government's second Road Investment Strategy included a commitment for National Highways to improve the A46 'Trans-Midlands Trade Corridor'.

Congestion on the single carriageway section of the A46 means that journeys are unreliable and take longer than they should. This will only get worse as more people are expected to use the road in the future.

From January 2015 to December 2019, incidents on this section of the A46 resulted in 208 casualties. Our improvements will make the A46 safer for road users as well as reduce congestion and delays. The proposed route upgrade will improve journey time reliability in this area of the A46 corridor.

Our proposals to improve the A46 Newark bypass include widening 6.5km of the existing single carriageway to a dual carriageway, to provide two lanes in each direction between Farndon and Winthorpe roundabouts near Newark-on-Trent.

The scheme includes:

- adding traffic signals to Farndon roundabout to improve traffic flows during peak hours
- a grade separated junction at Cattle Market with the A46 elevated to pass over the roundabout
- a short section of new dual carriageway over the A1, including slip roads to Brownhills roundabout and a new bridge to the north of the existing A46 bridge over the A1
- a new single lane carriageway between Friendly Farmer and Winthorpe roundabouts providing links to the A17, A1 and Newark-on-Trent
- enlarging and adding traffic signals to Winthorpe roundabout with the mainline passing through the middle to form a through-about junction
- diversion of utilities, environmental mitigation and floodplain compensation

Scheme objectives

Safety

Improve safety through scheme design to reduce collisions for all users of the A46 scheme.

Congestion

Improve journey time and journey time reliability along the A46 and its junctions between Farndon and Winthorpe, including all approaches and A1 slip roads.

Connectivity

Accommodate economic growth in Newark-on-Trent and the wider area by improving its strategic and local connectivity.

Environment

Deliver better environmental outcomes by achieving a net gain of biodiversity and improve noise levels at Noise Important Areas along the A46 between Farndon and Winthorpe roundabouts.

Customer

Build an inclusive scheme which improves facilities for cyclists, walkers and other vulnerable road users where existing routes are affected.

What we consulted on

Since announcing the preferred route in February 2022 we refined the design of the scheme, including the development of our environmental design. To help explain our proposals during consultation we divided the design information into the following four sections:

- Farndon roundabout towards Cattle Market junction
- Cattle Market junction
- Cattle Market junction to A1 crossing
- A1 crossing to Winthorpe roundabout

We also included further information about the areas identified for floodplain compensation and borrow pits which were referred to as:

- the Kelham and Averham floodplain compensation area
- the Brownhills borrow pit / floodplain compensation area
- the Farndon borrow pits / floodplain compensation area

Statutory consultation

A statutory consultation is a formal period of time where views on a proposed development can be expressed in response to an outlined plan, to gather feedback and sentiment as well as, aid ongoing development.

The statutory consultation ran from Wednesday 26 October until Monday 12 December 2022.

We held six public consultation events at a range of times and locations during the consultation period, providing people with the opportunity to view and discuss the project with members of the team. Our engagement van visited four public locations to raise awareness of the scheme and encourage people to participate in the consultation.

In addition, we attended two bespoke events at Newark Business Club and Newark Lorry Park and were invited to a Gypsy, Roma and Traveller (GRT) drop-in session, organised by Newark & Sherwood District Council at Castle House.

For those who were unable to attend our in-person events two online information events were held. Overall, more than 730 people attended our in-person and online consultations events.

To raise awareness of the consultation and events, we wrote to landowners, organisations and local communities by post, and issued consultation materials and information to those living in the local area. The consultation was also advertised in the local press, on social media and at local community venues, some of which also served as deposit locations for consultation brochures and response forms.

During the consultation period we met with stakeholder groups including local community representatives and discussed different aspects of the project.

Consultation materials were available on request and on the scheme webpage (<https://nationalhighways.co.uk/our-roads/east-midlands/a46-newark-bypass/>) and at in-person events, to help everyone have a clear understanding of the scheme, its potential effects and the ways feedback could be provided. The materials available included:

- Public consultation brochure
- Response form
- General arrangement drawings
- Plan and profile drawings
- Scheme fly-through video
- Scheme route overview maps
- Artist impressions from selected locations
- Preliminary Environmental Impact (PEI) Report and Non-Technical Summary
- Section 48 and Section 47 notices
- Property information brochures
- Statement of Community Consultation (SoCC)

Responses to the consultation were received through various channels:

- Using the online consultation feedback form via the scheme webpage
- At public consultation events by completing a printed response form
- By post using the freepost address provided on the response form
- By email to the dedicated project email address: A46NewarkBypass@nationalhighways.co.uk

Consultation findings

Initial findings from the autumn 2022 statutory consultation are presented below. More detailed information, including our response to points raised in the feedback and how the consultation has shaped the design, will be set out in a Consultation Report, which will be submitted alongside our DCO application.

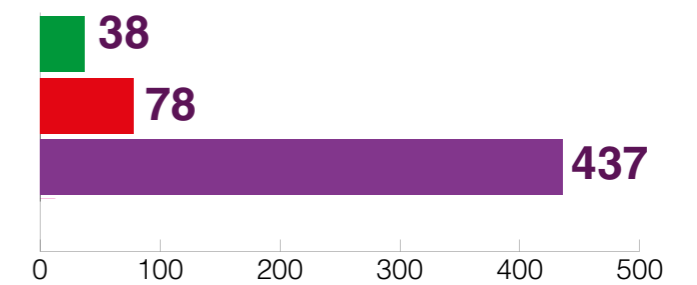
In total **553 responses** were received from a range of local, regional and national stakeholders.

Respondents included:

- Statutory bodies and organisations
- Local authorities and parish councils
- Landowners
- Business, community and other interest groups
- Freight and transport organisations
- Local residents

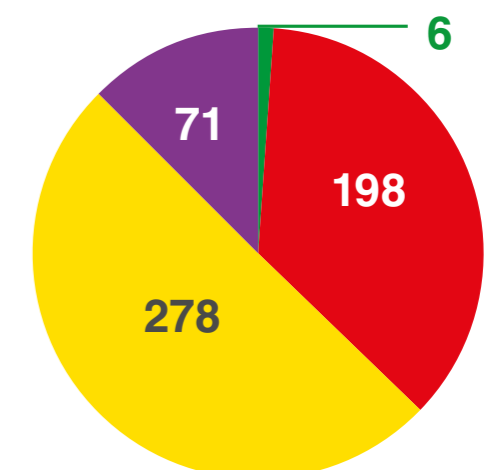
Who responded to the consultation

- Prescribed consultees (including local authorities)
- Persons with land interest
- Community responses



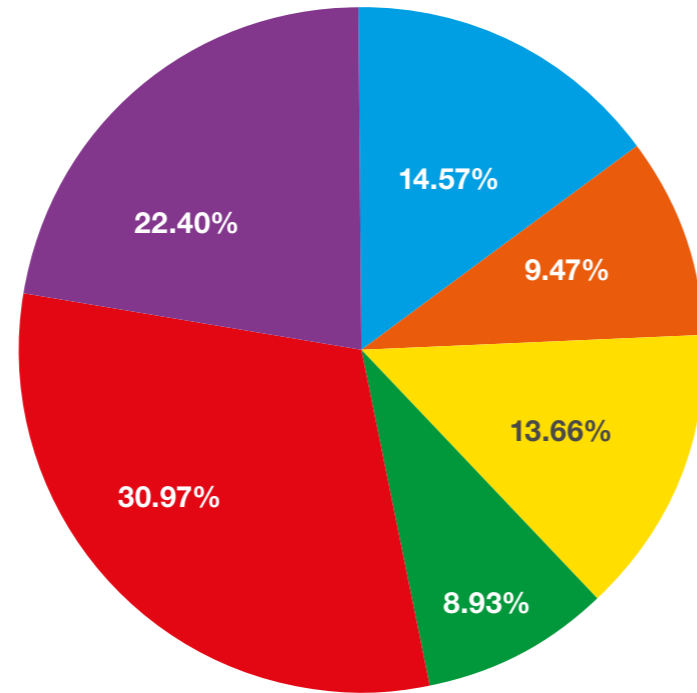
How people responded

- Email
- Online
- Freepost
- In person



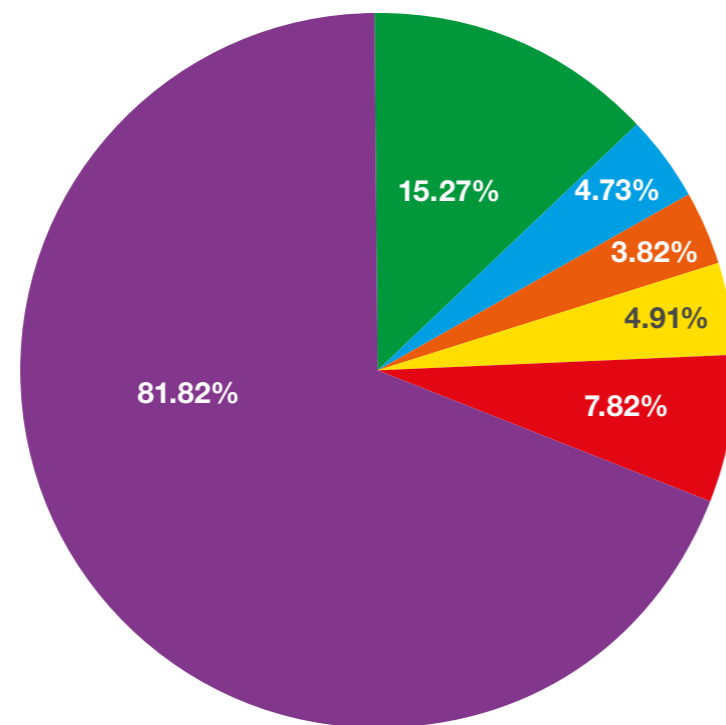
How satisfied or dissatisfied are you with the proposed improvements between Farndon and Winthorpe junctions, as described in our consultation materials?

- Very Satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very dissatisfied
- Not Answered



Method of transport used by respondents

- Car
- Lorry or van
- Bus or coach
- Other
- Motorcycle
- Not Answered



Please note the percentages add up to more than 100% as respondents could select more than one answer.

Suggestions and issues raised

Construction

- Concern over increased congestion caused by construction
- Concern surrounding the noise impacts of construction

Environment

- Concern surrounding potential for increased flood risk in an already vulnerable area
- Concern about increase in noise once the scheme is operational
- Concern over visual impacts, in particular the new bridge over the A1 and new roundabout at Brownhills junction
- Concern around local air quality/increase in carbon not in line with Government environment policy

Scheme design

- Suggestion that grade separation is needed at Winthorpe and Farndon roundabouts
- Concern that traffic lights on the Winthorpe and Farndon roundabouts will not solve congestion issues/lead to safety issues
- Suggestions to improve existing congestion issue caused by the level crossing in Newark-on-Trent

Walking Cycling and Horse Riding (WCHR)

- Concern about changes to footpaths (in particular proposed crossing of the A46 exit slip road at Brownhills junction)
- Requests for additional changes/improvements to WCHR routes around Newark-on-Trent

Support for the scheme



The scheme is long overdue



The scheme will improve many of the current traffic/congestion issues that are caused by the current road layout



Respondents happy with the proposed grade separated layout at Cattle Market roundabout



The current layout is dangerous and the scheme will improve safety in the region



The scheme will have a positive economic impact in the region once delivered

What you had to say

“I think the proposals have been exceedingly well thought out, especially since it is a complicated scheme.”

“I have no strong views on these proposals my only serious concern is that the inevitable disruption should be minimised as much as possible and that the work should be completed as rapidly as possible.”

“The plans mark a significant improvement, with grade-separated junctions and dual carriageway needed sorely on this stretch of road which suffers from congestion and capacity issues. I welcome National Highway’s plans and very much support them.”

“I am very impressed with the design and can clearly see the benefits this will bring to my journeys through this part of the A46.”

Targeted consultation

Following the statutory consultation, we considered feedback and updated our proposals in six areas related to land requirements, WCHR routes and a design change at Winthorpe roundabout.

The targeted consultation ran from 17 March until 16 April 2023 and provided an opportunity for prescribed consultees, landowners and community stakeholders who we considered would be impacted by, and interested in the updates, to provide us with their feedback. All materials were also available on request and online <https://nationalhighways.co.uk/our-roads/east-midlands/a46-newark-bypass/>

The proposed updates included:

- Winthorpe roundabout
- Langford Hall access road
- Hargon Lane
- Kelham/Averham floodplain compensation area
- Farndon bridleway (BW2) temporary diversion
- Farndon temporary construction holding area

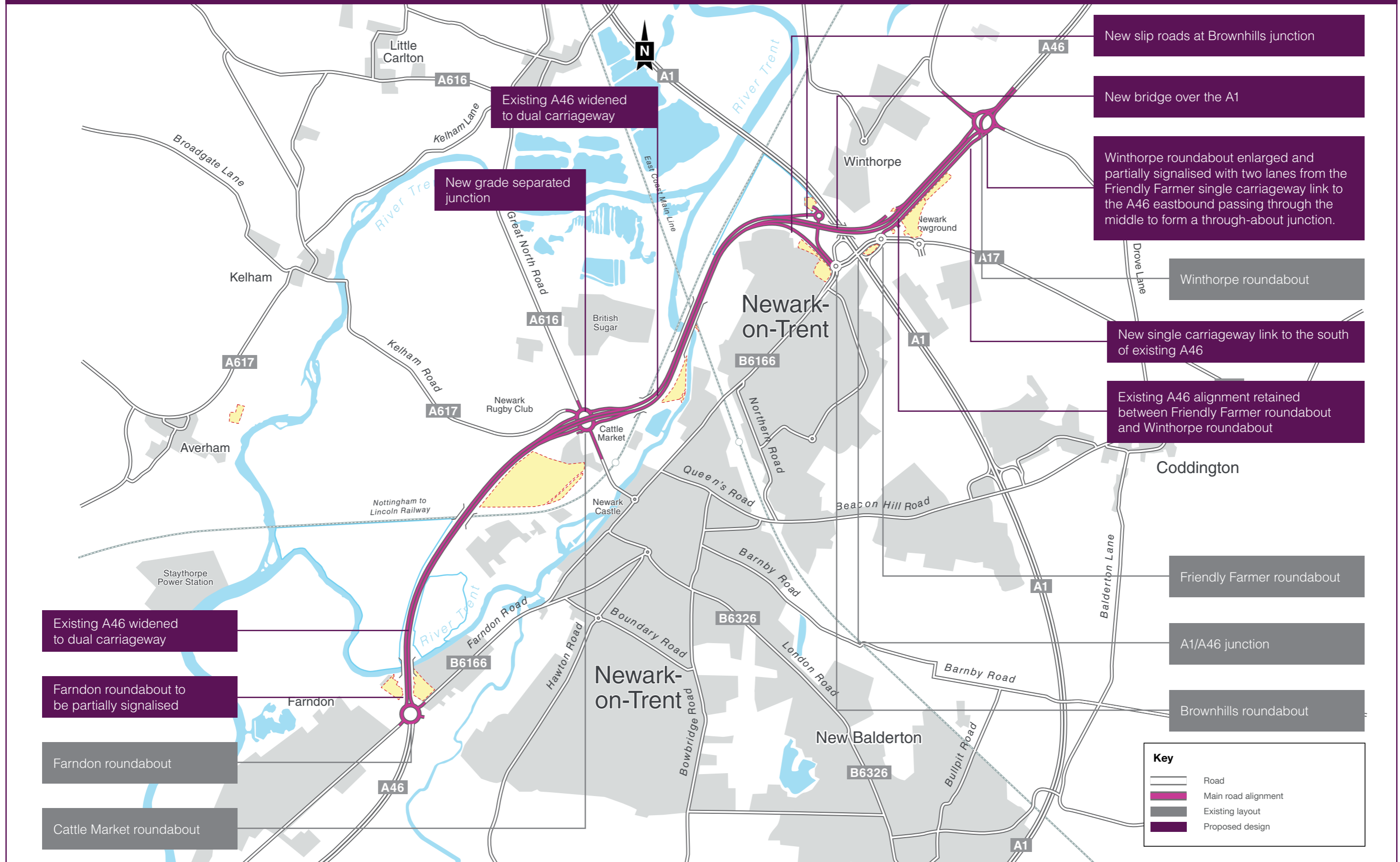
The materials included:

- Revised Draft Order Limits Plan
- Scheme Design Map

We received 36 responses to the targeted consultation, which have helped refine the final design of the scheme ready for submission as part of the Development Consent Order (DCO).



Scheme route overview - updated March 2023



Conclusion

The results of the consultations have revealed that 53% of respondents were satisfied or very satisfied with the proposed scheme improvements, expressing that it's a significant improvement and will ultimately make the road safer. The consultation responses also raised a number of areas of concern including noise and vibration, landscaping and visual impacts, the flood compensation areas, an increase in traffic and the impacts of the construction phase. There have also been concerns raised regarding the construction phase, routes for WCHR and environmental impacts.

Taking your comments onboard

We're taking on board all the comments received as part of the ongoing development of the scheme. For example, we're liaising with local walking, cycling and horse-riding groups to understand their needs and how they could potentially be met in the design. We're also continuing to work with the statutory environmental bodies and the local authorities to develop our environmental assessments and address topics such as climate change.

These developments to our assessments will be incorporated into the Environmental Statement which will be submitted with our DCO application which we're aiming to submit in autumn 2023.

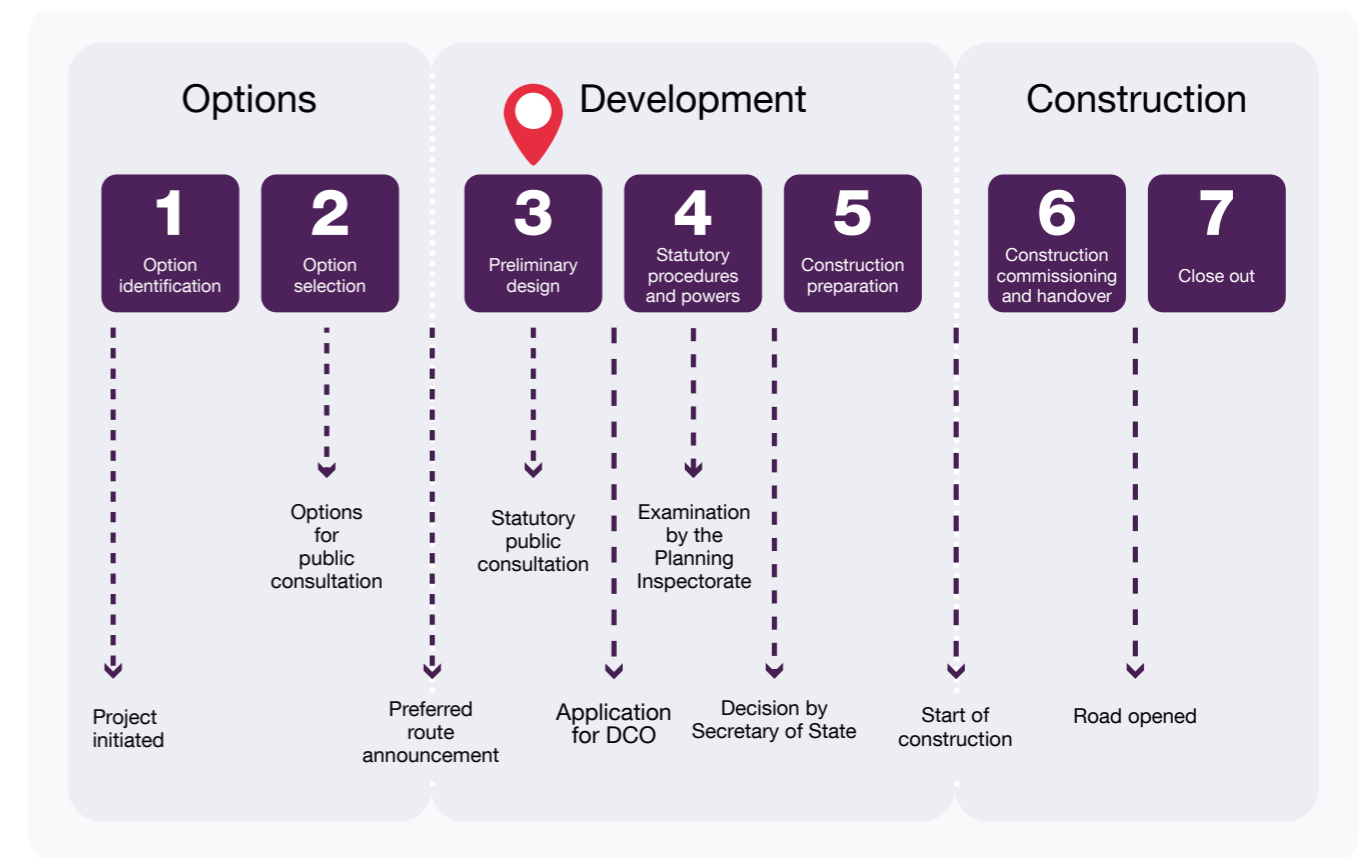
Next steps

We've considered the results of the consultation and are developing our proposals further for the DCO submission. Our DCO application will include a Consultation Report summarising the feedback and showing how it has informed the development of the scheme.

Although the Secretary of State for Transport will decide whether to give permission for the scheme, local planning authorities such as Nottinghamshire County Council and Newark and Sherwood District Council, have an important role to play in the process. We've already been talking to them about our proposals and will continue to engage before, during and after we submit the DCO to the Government, via the Planning Inspectorate, aiming for autumn 2023.

The Planning Inspectorate will then examine the DCO application, with input from interested parties and statutory consultees. The examination period is a maximum of six months. Following the examination, the Planning Inspectorate will present its recommendation to the Secretary of State for Transport, who will then make the final decision on whether the DCO should be granted. We'll carry on working on our detailed design throughout this process and, assuming the DCO application is successful, we expect to start construction work by mid to late 2025.

If you would like any further information, please visit the Planning Inspectorate's website: infrastructure.planninginspectorate.gov.uk/application-process



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National Highways creative job number CRE23 0278

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National Highways Limited registered in England and Wales number 09346363