

A46 Newark to Widmerpool Improvement

Explanation of the Proposals and Non-Technical Summary of the Environmental Statement January 2007

What is an Environmental Statement?

This brochure describes the A46 Newark to Widmerpool Improvement Scheme proposals and summarises the results of the Environmental Impact Assessment (EIA) presented in the Scheme Environmental Statement (ES). The ES is a detailed report of the findings of the EIA for the Scheme and in particular it predicts the environmental effects that the Scheme would have on both the man made and natural environment. The ES gives details on the mitigation measures we would put in place to reduce or eliminate adverse effects.

The production of an ES is a requirement of the European Directive 85/337 as amended by European Directive 97/11/EEC and UK legislation (Section 105A of the Highways Act 1980 as amended). See back page.

We aim to make sure that everyone consulted understands the proposals and has an opportunity to express an opinion on them. You can view the full ES document free of charge at several locations given at the end of this brochure.

We originally published an ES for the Scheme in December 2005. However, the announcement by Dr Ladyman, Minister for Transport, on the Regional Funding Allocation, meant that we needed to revise the Scheme programme, republish draft orders and revise the ES. This Non Technical Summary (NTS) accompanies the revised ES and takes into account the later construction start date, which is now planned for 2012, and the phased construction giving completion in 2016.

The Proposals

We propose to build a new 28km long two-lane dual carriageway from the A606 two level junction

at Widmerpool to an improved roundabout at Farndon, just south of Newark. This improvement would reduce congestion, improve safety and provide a bypass for East Stoke and Farndon.

We would provide new two level junctions at Roehoe, Owthorpe, Stragglethorpe, Saxondale, Margidunum, Red Lodge, Flintham and Lodge Lane.

Each carriageway would consist of two traffic lanes with a vertical concrete safety barrier along the whole length of the central reserve. We would surface the carriageways using low noise surfacing to minimise tyre noise on the road.

The roundabouts at Stragglethorpe, Saxondale, Margidunum and Farndon would be lit. We would also provide lighting on the new roundabout at the junction between Lodge Lane and the existing A46. The dual carriageway would not be lit.

Some sections of the existing A46 would be handed over to and maintained by Nottinghamshire County Council for use by local traffic and other sections would be used for private means of access. On these sections we would also remove inappropriate signage, remove redundant lighting, and where possible provide additional white lines to designate cycle lanes. Some parts of the existing A46 would be retained but downgraded to bridleway status with shared use as private means of access.

Why the Improvement is Needed

The A46 is an important regional trunk road connecting the East and West Midlands. The section between Widmerpool and Newark carries between 16,200 and 25,300 vehicles per day of which up to 15% are heavy goods vehicles. This level of traffic causes frequent congestion and delay.

The existing A46 is generally straight following the line of the old Roman road, the Fosse Way. Overtaking safely is difficult however because of the undulating alignment and many junctions and accesses to fields, farms and houses. The road has a poor safety record – in the five years between 2001 and 2005 there have been 13 fatal, 56 serious and 222 slight accidents.

Bridleways and footpaths join and cross this section of the A46 and due to heavy traffic, walkers, cyclists and horse riders find it difficult to cross.

Scheme History

The A46 Newark to Widmerpool Improvement entered the National Trunk Road programme in 1989 and the Secretary of State announced the Preferred Route for the Improvement in March 1992. This route involved mainly on-line widening of the existing A46 with short lengths of bypass. Subsequent design work moved the route nearer to the villages of Newton and East Bridgford and this revised, on-line route was announced as the Preferred Route on 6 July 1995. The design was developed further, but work was suspended in 1996 due to the Government's Roads Review.

In January 2001, a Priority Scheme Appraisal for the project was carried out and the Scheme was subsequently added to the Government's Targeted Programme of Improvements (TPI).

The Highways Agency appointed consultants to review and update the 1992 and 1995 Preferred Routes in order to meet defined scheme Objectives. This work resulted in a revised scheme alignment that was taken to public consultation in the spring of 2003. The route essentially followed the 1992 and 1995 Preferred Routes, although there were alignment changes at Bingham and Syerston. Alternative alignments were also considered at Cotgrave and Red Lodge during this stage.

In March 2004, the Highways Agency awarded an Early Contractor Involvement (ECI) contract for the Scheme. Following further consideration of alternative alignments, the Preferred Route Announcement was made in July 2005.

In developing the Scheme we have looked closely at alternative alignments, junction and private access designs, routes for non-motorised users and the potential impacts on the environment.

Environmental Effects

The proposals could cause a number of environmental effects. In this brochure you will find an Environmental Constraints Plan, which outlines the most significant constraints along the Scheme. The design aims to avoid harming the local environment as far as is practicable.

Further details of the environmental effects of the Scheme and how they will be managed are given in the following sections.

Cultural Heritage

The Scheme alignment has been carefully selected to avoid significant adverse effects on many historic buildings, areas of historic landscape and ancient monuments. However, we would not be able to avoid impacts altogether on the Fosse Way (the former Roman road) and an important (unscheduled) prehistoric flint scatter at Farndon.

The setting of some historic buildings would be altered, however, other historic buildings would benefit from reductions in heavy traffic particularly through the settlements of East Stoke and Farndon. The Scheme would introduce impacts on the West Lodge at Flintham Park, the listed buildings within Flintham Hall and Parkland, and the setting of Elston Towers but we would provide appropriate landscape planting to minimise the effect.

We would use extensive native planting and replacement hedgerows to integrate the road with the existing historic landscape field pattern. Lighting and overhead sign gantries have been avoided in order to preserve as far as possible the mostly rural character of the surrounding countryside.

The key archaeological site affected by the Scheme would be the Fosse Way. The road is generally straight and is assumed to indicate the broad alignment of the Roman Road, (although there are likely to have been deviations to the alignment over the centuries). There would be an impact on archaeological deposits associated with the Roman road, although key sections would be left in place to be used as local roads or bridleways. This would result in significant enhancements to the historic character of the road such as at East Stoke and at the scheduled monument at Ad Pontem. We have designed the road to avoid nationally important sites, such as the Roman town sites of Margidunum and Ad

Pontem, and the Battlefield at East Stoke. The Scheme would avoid severe impacts on the most sensitive historic landscape character areas.

We would carry out detailed archaeological recording and excavation works in advance of and during the main construction works. These works would contribute significantly to local, regional and national research archives.

With mitigation the Scheme would have a moderate adverse effect upon the area's cultural heritage resources.

Ecology and Nature Conservation

The Scheme would not affect any Statutory Sites of Special Scientific Interest (SSSIs). It would however, directly affect ten Sites of Importance for Nature Conservation (SINCs). The SINCs represent relics of previously existing habitats within a now impoverished area of the county, although some have been degraded since designation.

The Scheme would directly affect areas of undesignated woodland and unimproved/semi-improved grassland, which, although assessed to be of lower ecological value, do hold some ecological interest within the area. A number of mature trees would also be directly affected by the Scheme, including 120 trees that are likely to be used by bats. This would affect a number of species including bats, invertebrates and birds. The Scheme would result in a loss of approximately 31km of hedgerow through landtake and severance.

Mitigation provided by the Scheme would replace the affected hedgerows with new ones, resulting in an overall gain of over 2.7km of hedgerow. We would provide new areas of woodland and scrub, improving the overall connectivity of habitat within the road corridor and increasing the area of semi natural habitat. We would relocate the most valuable hedgerows, which would further reduce the impact.

One pond supporting great crested newts would be lost. However, we would create a further 13 ponds and 5 ecology ditches. Badgers have a number of territories within the Scheme corridor and construction of the Scheme would cause the loss of areas of foraging habitat and three outlier setts. We plan to reduce the overall impact of this by providing semi-natural areas of vegetation as well as badger tunnels and fencing to reduce the potential mortality of badgers crossing the new

road. Bats are known to forage and roost within the area. To reduce the impact on them we would provide bat boxes, create temporary flight lines during construction and also plant hedgerows and trees.

The Scheme would have little impact on other mammals, including deer, brown hare and water vole. The area supports a range of breeding and wintering birds the majority of which are common species. One species of note found breeding close to the proposed route is the Barn Owl, which is susceptible to road traffic mortality. Hard concrete reserves would reduce the impact on this species by removing vegetation from the central reserve and we would create semi-natural habitat foraging areas to discourage the owls from foraging close to the carriageway. Reptiles and amphibians would benefit overall from a net increase in ponds and waterbodies.

Overall the ecology and biodiversity impacts are considered to be of low significance in terms of nature conservation. With the provision of mitigation, the overall impact of the Scheme (15 years after construction) would be slight adverse, with this residual effect due to the loss of mature trees during construction.

Landscape and Visual Effects

For the majority of its route, the proposed road would follow the alignment of the existing A46 through a gently rolling and agricultural landscape, retaining existing vegetation where possible. The existing road crosses three Landscape Character Areas, as defined in Nottinghamshire County Council's Countryside Appraisal document. These three distinct areas are characterised as an area of undulating Wolds between Widmerpool and Saxondale, the rolling farmlands between Margidunum and East Stoke and the flatter landscape of the Trent floodplain towards Newark.

We have undertaken an assessment of the landscape and visual impacts of the Scheme by identifying the impacts on both the character of the landscape through which the scheme crosses and the effects on residents, pedestrians, horse riders, employees in local businesses and users of recreational facilities. The assessment took into account the mitigation developed as part of the design process and features of the Scheme landscape design.

The overall objective of the landscape design

is to integrate the Scheme into the landscape, whilst at the same time minimising the landscape and visual effects upon people and properties. The landscape design would not only replace landscape features lost to the Scheme, but increase the existing planting, to conserve, restore and diversify the landscape character areas in line with the objectives of the local plans and Nottinghamshire Landscape Guidelines.

We aim to keep existing vegetation where possible, and connect severed hedgerows with new ones or mass planting. We would integrate and screen junctions, structures and residential properties with planting, and we would use screening mounds at selected locations to screen properties where the road is on embankment. We have designed the earthworks to integrate the Scheme into the local landscape and our balancing ponds have been designed to look like natural features. We propose to source the plants used from the local area and will use native seeds from Nottinghamshire meadows for areas of open grassland adjacent to key ecological features. At roundabouts we would use high-pressure sodium lamps with high cut-off beams and flat-glass lanterns to contain light within the highway.

Overall the Scheme provides approximately 57 hectares (ha) of grassland, 33ha woodland and woodland edge planting, 73ha of linear belts of shrubs and trees and over 33km of native hedgerows and native hedgerows with trees.

We recognise that the Scheme would have a short term impact on views of two level junctions and associated overbridges until the mitigation planting becomes established and integrates the structures into the landscape. It is considered that overall the Scheme would have a slight adverse effect on the prevailing landscape.

Geology and Soils

The geology of the area is rich in mineral resources and there have been several geological deposits historically exploited along the Scheme including coal, gypsum and limestone.

There are no Geological Sites of Interest for Nature Conservation (SINC) or Regionally Important Geological Sites (RIGS) within 300m of the proposed Scheme alignment.

Land along the Scheme alignment is mainly agricultural and soil surveys have indicated that it is of generally high quality, with the higher quality

land occurring mainly to the north of Cotgrave.

During surveys we identified potential sources of ground contamination, through the consideration of current and former land uses and from the results of the ground investigation undertaken in late 2004. However the potential for contaminated land along the route is considered to be low and is unlikely to impact upon the Scheme construction or operation.

Some land would be required for the storage of topsoil taken during the construction phase. This would be restored for agricultural uses following the completion of the works. We would take particular care with the storage and reuse of topsoil and subsoil stripped from ecologically sensitive areas.

Land Use and Agriculture

On completion the Scheme would permanently occupy approximately 311ha – this would include the permanent loss of approximately 235ha of agricultural land. Of this agricultural landtake, approximately 164ha is defined as being the best and most versatile land for agricultural purposes. Land would temporarily be required for construction compounds, drainage works and general construction access, we estimate that approximately 54ha of agricultural land would be restored following construction.

A total of 47 land holdings would be affected by the Scheme. Of these, there would be a significant impact on four units, which would be mitigated through financial compensation.

We would demolish 4 disused residential properties and an indoor rifle range at Newton Gardens. These properties are on the former RAF station and have been unoccupied since the closure of the airbase. We would need to demolish Fosse Farm (private residential) and Glebe Cottages at Flintham (No. 1 Glebe Cottages is owned by the Highways Agency, whilst No. 2 Glebe Cottages is privately owned).

There would be a number of effects upon commercial land and land subject to potential future development (as covered by planning applications). This would not have a significant effect on future land development potential.

The Scheme would result in the loss of the eastern boundary of the Flintham cricket pitch (approximately 0.04ha). An equal area of land abutting the northern boundary of the cricket

pitch would be provided as Exchange Land. An additional 0.13ha of land would be made available for use by the Scheme as public open space due to the conversion of the westbound part of Inholms Road to a private means of access. It is considered that this would result in a beneficial effect upon public open space in Flintham.

The design of the proposed canal underbridge at Stragglethorpe allows for the potential future restoration of the disused Grantham Canal.

Road Drainage and the Water Environment

Potential effects of the Scheme upon surface water and groundwater include changes in quantity and quality of water resources, potential effects upon abstractions and alterations in flooding and drainage patterns.

The Scheme would cross the Nottinghamshire Wolds, then travel close to a watershed that divides the Vale of Belvoir from the Trent Valley, before descending onto the plateau on which the River Trent and River Devon flow. The drainage pattern in the area surrounding the existing A46 consists of man-made ditches that flow into the natural, arterial drainage of the River Trent and River Devon. The disused Grantham Canal is also crossed by the existing A46. There are, in addition, a number of ponds along the route and several man-made ornamental lakes.

There are six surface water abstraction licences within 2km of the Scheme, all of which are for agricultural purposes, with most being for spray irrigation. Surface water quality of watercourses in the vicinity of the Scheme is likely to be affected by drainage from the existing road, runoff from surrounding agricultural land and consented discharges to surface watercourses.

There are several areas of minor aquifer underlying the route of the existing A46, those sections not underlain by minor aquifer are underlain by strata classified as non-aquifer. There are a total of 9 licences for abstractions from groundwater within the study corridor. Groundwater abstractions are primarily for agricultural use or spray irrigation, and not for drinking water supply.

As part of the assessment work for the ES we have undertaken water quality monitoring of ditches, rivers and lakes. This monitoring has given a picture of the existing water quality within the Scheme corridor and allowed us to ensure,

through the provision of drainage features that the quality should not deteriorate once the Scheme is built.

The highway drainage has been designed to control the run-off from the highway. This would be achieved by the use of surface water channels on embankments, and a combination of kerbs, gullies, and surface water channels elsewhere. Balancing (attenuation) ponds would be constructed to control the run-off from the highway into the surrounding surface water network so there would be no increase in the flow to local watercourses during periods of high rainfall. Oil interceptors would be provided at the major junctions, where there is a risk of pollution.

The Scheme would improve road safety and thus reduce environmental risks associated with spillages resulting from road accidents.

Areas around Roehoe Brook, Thorpe Drain and Farndon are prone to flooding. The area around Farndon lies within the floodplain of the rivers Trent and Devon, which is currently bisected by the A46. As the Scheme would take land from the river Trent and Devon floodplain, there would be a need for flood compensation as part of the design. This is to ensure that where storage of floodwaters is lost in the floodplain due to the construction of the highway embankment, equivalent new flood storage is provided.

Noise and Vibration

Upon opening of the Northern part of the full Scheme in 2014, we estimate that there would be a short-term increase in the number of people annoyed by traffic noise changing the percentage of people in the study area annoyed by traffic noise from 7.6% to 15.6%. Upon opening of the full Scheme in 2016, we estimate that the short-term percentage of people in the area annoyed by traffic noise increases from 7.6% to 20.8%. People become less annoyed by traffic noise over time due to familiarisation with background noise.

Our calculations show that in the long-term, there would be a decrease in the number of people annoyed by traffic noise and this would change the percentage of people annoyed by traffic noise in the area from 8.0% to 7.9%. We consider this to be a minor beneficial impact.

We have calculated that the number of people in the area annoyed by traffic vibration would decrease in the long term with the scheme and is considered to be a minor beneficial impact.

Our noise and vibration calculations are based on a worst case scenario. The new road would have a low noise road surface.

Air Quality

We have calculated concentrations of the main road traffic pollutants with and without the Scheme at a selection of residential properties along the existing A46, the new alignment and surrounding side roads. Baseline and operational pollution levels at all the selected residential properties are below the current air quality objectives, EU and limit values. Overall, the Scheme would have a moderate beneficial impact on community exposure to road traffic pollution.

When the Scheme is fully open in 2016, 84% of properties within 200m of the road would experience an improvement in air quality and 16% would experience a worsening in air quality. The air quality impact assessment concludes that the Scheme would not result in any significant air quality problems due to changes in road traffic emissions. The assessment uses a worst case scenario.

We have predicted the total quantity of road traffic pollutants and the greenhouse gas CO₂ with and without the Scheme in operation. The increase in total vehicle kilometres travelled in the Traffic Model Study Area and the increase in average speed on the A46 with the Scheme in place, would result in a moderate increase in total emissions from road traffic.

Pedestrians, Cyclists, Equestrians and Community Effects

The majority of footpaths in the vicinity of the Scheme are used for recreational purposes. Non-Motorised Users (NMUs) find it difficult to cross the existing A46. Part of the national cycle network runs along the A52 at Saxondale crossing the A46 at the existing roundabout. There is a good network of bridleways in the vicinity of the scheme but it is considered that due to the lack of safe crossing points the network is currently underused.

The A46 currently severs several settlements including Flintham, East Stoke and Farndon. The existing alignment also passes within 1km of numerous settlements, including Owthorpe, Cotgrave, Cropwell Bishop, Cropwell Butler, Car Colston, Saxondale, Bingham, East Bridgford, Newton, Screveton, Kneeton, Syerston, Elston

and Thorpe. In addition numerous isolated properties, mainly farms and associated outbuildings, lie within this area.

We would try where possible to retain and improve existing rights of way. However, we would need to permanently close two existing low use footpaths, one at Saxondale and one at Newton Lane.

The Scheme proposals include a north south cycleway from Stragglethorpe to Farndon along new bridleway/ cycleway and downgraded sections of the existing A46. Some sections of this route would be shared with private means of access or become lightly trafficked roads. We would also provide a bridleway/ cycleway parallel to the A46 from Station Road near the southern end of the Scheme to Colston Gate near Cotgrave.

We would create safe crossing points over the A46. Crossing points on the A6097 and the A52 link road provided by the Scheme would be signalised. Although we would divert some footpaths these diversions would contribute to a safer and improved public right of way network.

Vehicle Travellers

Traveller views from the road are defined as the extent to which travellers, including drivers, are exposed to the different types of scenery through which a route passes.

The existing A46 runs approximately in a northeast/southwest direction and crosses three areas of landscape character. These share common characteristics of landscape pattern (including settlement), landform and landcover. When the Scheme is completed there would be little difference in the travellers' views given that views would generally remain restricted by roadside vegetation.

The number of junctions, evenness of road surfacing and road layout can impact on driver stress which is assessed in terms of frustration, fear of potential accidents and uncertainty relating to the route being followed.

The new road would reduce driver stress, due to the increased carrying capacity of the dual carriageway, provision of lay-bys, enhanced highway design, and safer driving conditions. The separation of Non-Motorised User (NMU) facilities from motorists would result in a reduction in vehicle/NMU conflict. Overall, driver stress

on the new A46 would be improved due to the reduction of frustration, fear of potential accidents and route uncertainty.

Policies and Plans

We have designed the scheme to take account of the area's green belt character and ensure that measures to avoid and reduce environmental impacts have been identified and proposed. Overall, the Scheme meets the test for green belt development under "very special circumstances".

The Scheme would maximise benefits according to the five appraisal criteria that the Government introduced in A New Deal for Transport: Better for Everyone (July 1998), which are environment, safety, economy, accessibility and integration.

Disruption Due to Construction

It is intended that the construction of the Scheme would begin in autumn 2011 with advance ecology and archaeology works, with the main construction works starting in spring 2012. We would build the northern section of the Scheme first from Saxondale to Farndon which would be open to traffic by the summer of 2014. We would then build the southern section of the Scheme from Saxondale to Widmerpool, with the road fully open to traffic by the autumn of 2016.

The main construction compound/office would be located at Closes Side Lane near East Bridgford. We chose this area because of its good accessibility and its position away from any major ecological or archaeological constraints. This area would be used during construction and then regraded and then returned to either agricultural use or woodland. During the construction, we would set up a number of satellite compounds which would typically be located within the proposed site boundary.

Despite measures to minimise adverse effects, construction of the Scheme would inevitably cause a degree of temporary disruption to local people and users of the A46 trunk road between Newark and Widmerpool. The most significant effects are likely to be disruption to road users, visual intrusion, increased noise and reduced air quality and increased dust associated with works on the site (particularly site clearance, earthworks, bridge construction, and traffic) as well as temporary footpath severance. Throughout the construction period we would keep local people and road users informed and

be available to discuss concerns with anyone who is affected. We would liaise with the local authority and other regulatory bodies and implement a traffic management system.

Construction activities would potentially have significant impacts upon the area's sensitive ecological, archaeological and water resources. Whilst most construction impacts would be confined within a short distance from the site boundary, other impacts could extend for a considerable distance either along access routes or downstream along potentially affected watercourses. Good site practice measures would minimise the risk of these impacts and would be minimised through the measures detailed in the Construction Environmental Management Plan (CEMP).

The measures we would take to minimise the impact on the key environmental features are summarised below.

Cultural Heritage

Given the extent of potential archaeological remains along the route, the archaeological approach for construction would include building recording prior to demolition, surveys of archaeological earthworks, field walking for archaeological finds, detailed surveys of specific archaeological sites, archaeological trial trench evaluations and archaeological watching briefs.

Ecology and Nature Conservation

We would carry out advance site clearance and ecological work sensitively to avoid breeding and nesting seasons and prepare habitats for the relocation of plants and animals (such as provision of bat boxes and closure of badger setts).

Landscape and Visual

Temporary visual impacts associated with the Scheme during the construction phase would be inevitable, and can not be easily mitigated.

The CEMP details measures that aim to manage visual and landscape effects during construction and includes the use of cut-off beams to lights to minimise visual intrusion, advance planting and the location of temporary topsoil mounds in areas that would help to hide views of the construction. Geology and Soils

We would ensure that any contaminated material that we encounter is handled, transported and

treated or disposed of in a manner that does not lead to further contamination.

Approximately 2.3 million cubic metres of material would be excavated during construction. Most of this material would be reused for general fill in embankments and for landscaping/ regrading purposes. Approximately 565,000 m³ of topsoil would be generated by the Scheme construction, the majority of this material would be reused on-site in landscape areas and areas to be resoiled.

Land Use and Agriculture

Some agricultural activities and field accesses could be slightly affected depending on the timing of the different sections of the works. We would talk with affected farmers to keep them informed and address any concerns.

Road Drainage and the Water Environment

We would adopt appropriate mitigation measures, as detailed in the ES and the CEMP, to minimise any potential for spillage or deposition of soil, sediment, concrete, oil, fuel or other construction chemicals.

Noise and Vibration

Construction activities have the potential to increase local noise levels and be a source of ground-borne vibration. The severity of the impact varies with the activities in progress, the

noisiest typically being site clearance, piling and earthworks. Construction noise can be a nuisance to local people, although it is temporary and of limited duration.

Vibration associated with the construction of the Scheme is unlikely to cause damage to buildings or give cause for complaint to local residents. It is considered that the significance of construction vibration effect is negligible.

Air quality

During the construction of the A46, topsoil stripping, excavation and earthworks have the potential to generate dust.

The incorporation of effective site management procedures and mitigation measures as detailed in the CEMP, to control dust as part of good site practice would ensure that the impact of the construction works on nearby properties would be minimised. We do not expect traffic emissions from construction vehicles to affect local air quality.

Pedestrians, Cyclists, Equestrians and Community Effects

During construction, where possible we would keep all rights of way open. In some cases, short, temporary closures may be necessary on safety grounds. We would keep the duration of footpath closures or diversions to the minimum possible.

Environmental Constraints Plan

HYDROLOGY

Floodplain

BIODIVERSITY

SINC (Site of Interest for Nature Conservation)

ARCHAEOLOGY

Conservation Area

Listed Building

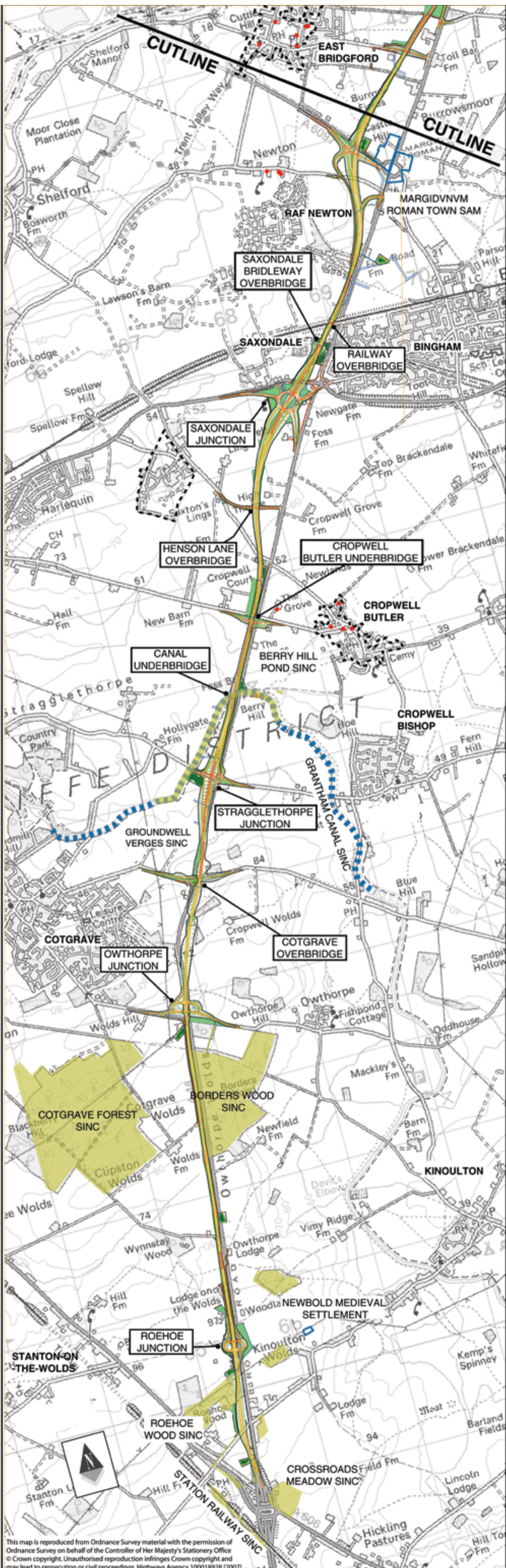
PLANNING

Tree Preservation Order (TPO)

Scheduled Ancient Monument (SAM)

Stoke Field Battlefield

Grantham Canal



Summary of Environmental Effects

The following table summarises the environmental impact of the scheme proposals on the local environment;

Topic	Key Issues	Mitigation Measures	Residual Effect
Noise and Vibration	Increased traffic levels generating more noise	Cuttings, earth mounds and a low noise road surface.	There would be a decrease of 26 people annoyed by traffic noise in the long term and a decrease of 101 people annoyed by traffic vibration.
Air Quality	Levels of air pollution and emissions of greenhouse gases.	No measures required.	There would be a moderate beneficial impact in exposure to road traffic. Pollution levels would be below air quality objectives/limits. Greenhouse gas emissions would increase due to increases in vehicle speeds/kilometres travelled.
Cultural Heritage	Presence of archaeological remains, built heritage features and historic landscape.	The new road would avoid areas of high archaeological and historic value. Detailed archaeological investigations would be undertaken prior to and during construction.	Overall, the new road would have a moderate adverse effect on archaeological sites and features.
Landscape Effects	Impact on landscape form and character and visual intrusion to residential property.	Integration of the new road into the landscape using extensive planting and screening mounds at selected locations.	Overall, the new road would have a slight adverse effect on the area's landscape.
Ecology and Nature Conservation	A number of locally important habitats and protected species in the vicinity of the new road.	Replacement habitats, badger crossings, new ponds, ecology ditches, reuse of woodland soil and translocation of important hedges.	Overall, the new road would have a slight adverse effect on ecology and nature conservation.
Water Quality and Drainage	Pollution of watercourses and increased flood risk.	Measures to protect water quality and restrict road drainage flow rate and two flood compensation areas to replace floodwater storage.	The new road would have a neutral effect on water resources. Effects in terms of flooding would be negligible.
Pedestrians, Cyclists, Horse Riders and Community Effects	The existing A46 is a barrier to pedestrians, cyclists and horse riders for east-west movements.	Retention of the existing footpath network by providing overbridges and footpath diversions.	The Scheme would provide benefit for the area's recreational users. New provisions for pedestrians, cyclists and/or horse riders would be provided with safe points to cross the new A46.
Vehicle Travellers	Drivers currently experience high levels of stress and frustration.	The new road would be safer and more efficient.	Driver stress would be low on the new road due to reduced congestion and increased safety.
Land Use and Agriculture	The new road would require land from residential properties farms, and a minor loss of land from Flintham cricket pitch.	Provision of access tracks. Replacement land at Flintham cricket pitch.	The new road would require the demolition of 7 properties and have a significant adverse effect upon 4 farms. It would result in the loss of about 164ha of land defined as being 'best and most versatile'
Disruption due to Construction	Noise, dust and nuisance during the construction phase.	Compliance with current best practice as detailed in the Construction Environmental Management Plan (CEMP)	Effects of construction would be temporary, lasting approximately 5 years.
Policies and Plans	Consideration of national, regional and local policies.	Measures to protect features identified by national, regional and local policies.	The overall justification for the Scheme meets the test for green belt development under "very special circumstances"

Your Views

Your views are important. If you wish to support, comment on, or object to the draft Orders, or comment on the Environmental Statement, you should write to the Highways Agency at the address below no later than the 9th March 2007. If you have already commented upon the December 2005 draft Orders and Environmental Statement, which are now withdrawn, it is not necessary for you to write in again to repeat your existing objection, representation or support as previously submitted comments still stand.

The information you send us may need to be passed to colleagues within the Agency, or agents acting on our behalf. We will assume that you are content for us to do this. Please ensure that if you want your name or response to be kept confidential, you state this clearly in your response. Confidential responses will be included in any statistical summary of numbers of comments received and views expressed.

Printed copies of the Environmental Statement can be purchased at a cost of £140 each or are available free of charge on CD ROM. To obtain copies, you should contact Balfour Beatty/Scott Wilson at the following address:

Pam Melrose
A46 Project Office
Royal Court
Basil Close
Chesterfield
Derbyshire
S41 7SL

Additional copies of this brochure are available from;

A46 Newark to Widmerpool Team
Highways Agency
C8
5 Broadway
Broad Street
Birmingham
B15 1BL

Or

Tel: 0845 9 55 65 75

Please quote this HA Publication Code: PR3/07

What Happens Next

A Public Inquiry will be held before an independent Inspector. All those who have responded to the original December 2005 draft Orders and Environmental Statement and this revised draft Orders and Environmental Statement, will be notified of the date and the venue at least six weeks beforehand. Notices will also appear in the local press.

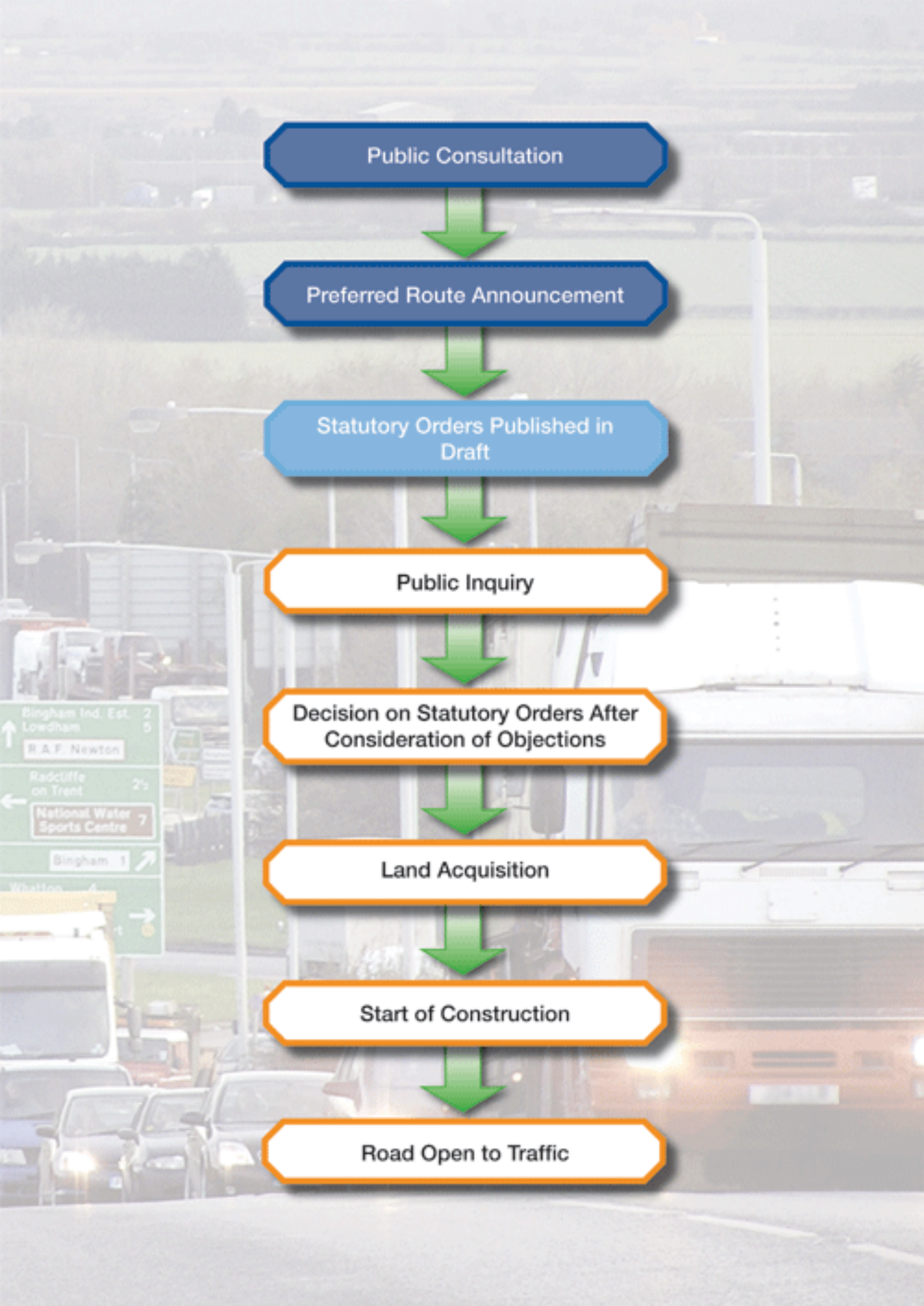
All comments received will be made available to the Inspector, who may decide to make them public. Alternative routes proposed by objectors, will be publicised so that anyone affected will have the opportunity to support, comment on or object to them.

The Secretaries of State for Transport and Community and Local Government will consider the Inspector's report, together with any objections and representations made, before making their decision on the future of the scheme.

We will be holding public exhibitions on Thursday 8th February 2007 at the Welfare Centre Cotgrave from 12:00 noon to 8:00pm and on Saturday 10th February 2007 at the Bearings, Newark, from 10:00am to 5:00pm. This will give you the opportunity to meet and talk with the project team and view the scheme proposals.

You can obtain booklets explaining the statutory procedures and arrangements for rights of compensation free of charge by contacting the project team at the Highways Agency address over. These booklets will also be available at the Public Exhibitions.

The following diagram shows where we are in the development of the proposals.



Public Consultation

Preferred Route Announcement

Statutory Orders Published in Draft

Public Inquiry

Decision on Statutory Orders After Consideration of Objections

Land Acquisition

Start of Construction

Road Open to Traffic

Further Information

If you have any questions please write to:

A46 Newark to Widmerpool Team
Highways Agency

C8
5 Broadway
Broad Street
Birmingham
B15 1BL

Email: A46newarkwidmerpool@highways.gsi.gov.uk

Or telephone: 0845 9 55 65 75

For real time traffic information:

08700 660 115

www.highways.gov.uk/trafficinfo

24 hours a day, 365 days a year

(Calls from BT landlines to 0870 numbers will cost no more than 8p per minute; mobile calls usually cost more)

For general Highways Agency information:

08457 50 40 30

email: ha_info@highways.gsi.gov.uk

24 hours a day, 365 days a year

(Calls from BT landlines to 0845 numbers will cost no more than 3p per minute; mobile calls usually cost more)

Safe driving at roadworks

Remember that tiredness can kill. Take regular breaks from driving.



During 2005, five workers were killed and 12 seriously injured in the course of their work on Highways Agency roads. This was the worst year since 1999.

For the safety of all road users and roadworkers, drivers approaching roadworks are advised to:

- Keep within the speed limit – it is there for your safety
- Get into the correct lane in good time – don't keep switching
- Concentrate on the road ahead, not the roadworks
- Be alert for works' traffic leaving or entering roadworks
- Keep a safe distance – there could be queues in front
- Observe all signs – they are there to help you