

A1 in Northumberland Improvements

Report on the Public Consultation

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1. Executive Summary

1.1 Scheme description

In autumn 2014 the government announced the first Road Investment Strategy, which included a £290million package for Highways England to improve the A1 in Northumberland.

The A1 in Northumberland programme of improvements includes two sections; the A1 Morpeth to Ellingham dualling, and the A1 north of Ellingham improvements.

At the public consultation in November and December 2016, Highways England presented three options for the section of dualling from Morpeth to Felton, one option for the section of dualling from Alnwick to Ellingham, and detailed designs for the overtaking lanes and junction improvements proposed north of Ellingham.

1.2 The consultation

The consultation ran for six weeks, from 14 November to 23 December 2016. Information about the proposed options and the feedback form were available on the Highways England website (www.highways.gov.uk/A1inNorthumberland), and was sent to stakeholders and residents close to the scheme. The consultation was advertised in the local press and six consultation exhibitions were held during the consultation period, to allow interested parties to ask questions of the project team.

Responses to the consultation were accepted through a number of channels:

- online via Citizenspace, using the electronic feedback form, at: www.highways.gov.uk/A1inNorthumberland
- at public consultation events by completing a paper copy of the feedback form
- by post using the freepost address printed on the paper feedback forms
- by email to the dedicated scheme email address: A1inNorthumberland@highwaysengland.co.uk

1.3 Consultation findings

In total, 587 responses were received to the consultation which ran between 14 November and 23 December 2016: 376 on the paper feedback form, 97 via Citizenspace and 114 in other formats including three petitions.

Responses were received from across the A1 in Northumberland improvement scheme area and beyond. The most responses were received from the Morpeth to Felton part of the scheme (220 responses), with fewer in the north of Ellingham (95 responses) and Alnwick to Ellingham (41 responses) parts of the scheme.

Responses were received from a broad range of residents, with most respondents being frequent users of the A1 in Northumberland. Nearly all respondents were car drivers and live in the local area.

On the Morpeth to Felton section, 41% said that the Green option was their preferred option, 29% preferred the Blue option and 12% preferred the Orange option. The main reasons given for preferring each option were:

- Green option – it would have less impact/disruption during construction and leave the current A1 as a local road maintaining the existing access and links between communities
- Blue option – it has the least impact on wildlife/environment/land take
- Orange option – it does not take/takes less agricultural land

For the Alnwick to Ellingham section, nearly half of respondents (49%) agreed with the proposed option between Alnwick and Ellingham, five percent disagreed and the rest said their neither agreed nor disagreed or did not answer.

For the north of Ellingham 60% of respondents agreed with the need for improvements and 4% disagreed. Over half of respondents agreed with the individual proposed improvements north of Ellingham.

There was strong agreement that the proposed improvements would meet the scheme's objectives, around half of respondents said they strongly agreed with each statement

Among the 111 responses received via email, letter or as feedback forms with supplementary information, the most mentioned issues in these responses were concerns about access and access roads (mentioned in 20 responses). Although not a specific question, the most preferred option for Morpeth to Felton is the Green option (19 respondents stated this was their preferred option). Seven respondents stated they preferred the Blue option for Morpeth to Felton.

Three petitions were received:

- Causey Park users – 64 signatures, stating their preference for the Blue option Morpeth to Felton and opposition to the Green option
- Felton and Thirston Women's Institute – 18 signatures, stating their concerns about maintaining/improving the connectivity of public rights of way at the River Coquet crossing
- Burgham Park residents – 18 signatures – requesting that Highways England consider a full junction at Burgham Park

1.4 Next steps

The results of the consultation will be considered in the selection of the preferred option, along with other factors such as value for money, safety and meeting the scheme's objectives.

The announcement of the preferred option is expected to be made in 2017.

2. Introduction

2.1 Background to the scheme

The A1 is one of the longest roads in the country, connecting London to Newcastle and Edinburgh. The route currently consists of motorway standard and dual carriageway standard, with some single carriageway sections running between Morpeth and Ellingham and north of Ellingham to Berwick.

In Northumberland the A1 runs through an extensive rural landscape, close to the Northumberland coastline. This section of the A1 is used by a wide variety of road users for many different reasons. From business users travelling long distance between Newcastle and Edinburgh, local traffic accessing rural areas where there is no public transport, and tourists who come to visit the many historic attractions and coastline.

Over the last decade there have been significant upgrades to the A1 south of Newcastle, with many sections upgraded to motorway standard, and there are further plans to improve the section of the A1 around Newcastle itself.

There have been long standing calls to government from key stakeholders and businesses to progress plans to dual the A1 in Northumberland. In 2014 a feasibility study was carried out which considered the problems experienced by people using the A1 in Northumberland route. The following problems were identified:

- Drivers face a lack of alternative routes for their journeys
- Varying carriageway standards on the route. This can lead to confusion for long distance drivers
- Poor junction standards and layout – there are many different types of junctions along the route which can be confusing for those who are not familiar with the route
- A large number of junctions and private accesses, resulting in delays and potential accidents when vehicles exit or enter the main carriageway
- Average traffic speeds on the single carriageway sections of the route are significantly lower than sections that have been upgraded to dual carriageway
- A high proportion of heavy goods and agricultural vehicles north of Alnwick resulting in reduced speeds for following vehicles
- Lack of overtaking opportunities on single carriageway sections of the route which slows down traffic; and peak-hour traffic speeds are significantly slower than when traffic is free flowing

The A1 in Northumberland scheme is designed to address these issues and improve the safety and speed of journeys across the route. The A1 in Northumberland programme of improvements includes two sections which are defined below.

A1 Morpeth to Ellingham

Thirteen miles of upgrade to dual the carriageway, linking the Morpeth and Alnwick bypasses with the dual carriageway near Ellingham. This will create a continuous, high quality dual carriageway from Newcastle to Ellingham. This is split into two sections; Morpeth to Felton, where the new carriageway will join a section of existing dual carriageway, and Alnwick to Ellingham.

A1 north of Ellingham enhancements

These enhancements are a set of measures to enhance the performance and safety of the A1 north of Ellingham.

2.2 Consulted options

There were three elements of the A1 in Northumberland improvement project in the consultation:

- dualling Morpeth to Felton
- dualling Alnwick to Ellingham
- junction improvements and overtaking lanes north of Ellingham

These are described below.

A number of other options were developed for this project. Full descriptions of these options can be found in the Technical Assessment Report, which was available on request; a note on the consultation webpage stated this.

Morpeth to Felton

The Morpeth to Felton dual carriageway improvement runs for eight miles, from Warreners House Interchange to the dual carriageway at Felton.

Three options were consulted on:

- **Orange option** – this option involves: widening the existing A1; building four new junctions at Highlaws, Fenrother, Earsdon and Westmoor; closing accesses to the A1 and changing some accesses to left-in/left-out arrangements at Low Espley, Felmoor, Burgham Park and Bockenfield Holiday Park. Some minor roads will be diverted to join the new dual carriageway at the new junctions.
- **Blue option** – this option mainly involves widening the existing A1, except for two bypass sections of entirely new dual carriageway, one section to the east of the existing A1 around Causey Park Bridge and a second section to the west of the existing A1 between Helm and Felmoor Park. There will be four new junctions at Highlaws, Fenrother, Earsdon and Westmoor. Most accesses to the A1 will be closed and some accesses will be changed to left-in/left-out arrangements at Low Espley, Felmoor, and Bockenfield Holiday Park. Some minor roads will be diverted to join the new dual carriageway at the new junctions.
- **Green option** - This option proposes a significant deviation from the existing A1 in the middle of this section. As with the Orange option, the A1 would be widened on the existing road up to Priests Bridge. From here, the new A1 would move west of the current road and Tindale Hill and Causey Park Bridge. Just north of Burgham Park the new A1 would re-join the existing A1. At this point, it would be widened along the existing road, as with the Orange option, until it meets the current dual carriageway at Felton. There will be three new junctions at Highlaws, Fenrother and Westmoor. The junction at Bockenfield holiday park will be changed to a left-in/left-out arrangement. Two accesses will be closed, at Bywell shooting grounds and Low Espley, with new accesses provided to the new junctions. Access at Low Espley will be closed, with alternative route via Highlaws junction. Some minor roads will be diverted to join the new dual carriageway at the new junctions. The Green option is similar to the preferred route which was announced for the former Morpeth to Felton improvement in 2005. This will be superseded when the new preferred route is identified in 2017

Alnwick to Ellingham

The Alnwick to Ellingham dual carriageway improvement runs for 5.3 miles, from the Alnwick bypass dual carriageway to the Brownieside dual carriageway just south of Ellingham.

At this stage of design it is common for projects to have more than one viable option for further development. However, within the funding constraint (£290million) there has only been one option that has been assessed as viable.

- **Orange option** the current A1 will be widened to the east, constructing a second carriageway alongside the existing A1. There will be one new junction at South Charlton, connecting the A1, B6341 and B6347.

All the accesses onto the current A1 will be closed, except two existing private accesses from properties immediately adjacent to the A1 near South Charlton which will become left-in/left-out only access. Access from other properties will be via local roads to the new junctions.

The existing junctions with the B6341 and B6347 will be closed where they currently access the A1, and diverted to join the new dual carriageway at the new junction.

New local roads and access bridges will provide access for businesses and properties to the new junctions.

The bridleway/public right of way near Broxfield will cross the A1 on a bridge.

North of Ellingham

The A1 north of Ellingham runs 19.6 miles from the Ellingham dual carriageway to A1/A1167 roundabout to the south-west of Berwick-upon Tweed. The main communities along this section of the A1 are Warenford, Belford and Fenwick, and it also provides access to the tourist attractions of Holy Island and Bamburgh Castle.

The road itself is varied with some newer, straighter sections and also older sections with narrow verges and areas where it is difficult to see traffic on the road or waiting to join the A1. There are many junctions with minor roads and also private and farm accesses, many of these have poor visibility which increases the risk of accidents. The main junctions along this section of the A1 are at Purdy Lodge (B1341), at Pillars/Bellshill (B6348), at Belford (B6349 and B1342), at Fenwick (B6353) and at Wooler Road (B6525).

A number of other options were developed for this project. Full descriptions of these options can be found in the Technical Assessment Report, which was available on request; a note on the consultation webpage stated this.

Proposed improvements

Overtaking lanes

- Middleton overtaking lane from Cragmill junction to Middleton – this will provide an additional lane northbound between Cragmill junction and Low Middleton to allow overtaking. The minor road towards Middleton would be closed off.
- Fenwick overtaking lane between Fenwick Stead and Fisher's Back Road – this option will provide an additional lane northbound between Fenwick and Fisher's Back Road, and southbound between Fenwick and Fenwick Stead. There would be clear markings separating the two overtaking sections. The junction immediately to the north of Fisher's Back Road will be closed with an access road provided for properties located to the east of the existing A1. The junction at Fenwick would be upgraded to provide a staggered junction.

Junction improvements

- Wooler road junction – we will realign the junction so that the Wooler road meets the A1 at a right angle, this will increase visibility for those waiting to join the A1 and so reduce accidents. The bus stop would be moved slightly north and we would provide a new pedestrian crossing island to help pedestrians cross the A1.
- Cheswick junction – we will provide a marked right turn refuge and realign the carriageway to allow northbound traffic to pass those waiting to turn into Cheswick. We will widen the entrance to the Cheswick road to provide separate left and right turn lanes for those to join the A1. This will also allow us to provide an easier left turn into the Cheswick road from the southbound A1, which means traffic on the southbound A1 will not need to slow so much behind traffic turning left.
- West Mains junction – this improvement would address safety and the flow of traffic on the A1 by creating a new entry to Beal services, which will help to improve movement of traffic for road users accessing the services and those leaving Holy Island during busy times.

2.3 Document purpose and structure

This is the Report on the Public Consultation for A1 in Northumberland improvement scheme.

The aim of this document is to present the consultation feedback received which will be used to inform the preferred route selection.

The report has the following structure:

- Section 1 Executive summary. Provides a summary of the scheme, the consultation which has taken place and the key findings from the consultation
- Section 2 – The introduction, providing details of the project
- Section 3 – Details of the consultation approach and methods used
- Section 4 – Responses received to the consultation, including details of the numbers and types of responses received
- Section 5 – Responses on the consultation feedback form, including analysis of the demographic information, detailed analysis of the key consultation questions and a summary of the key findings.
- Section 6 – Responses by letter and email, including analysis of the main the types of responses received and the key issues raised and provides a summary of the key findings
- Section 7 – Petitions received
- Section 8 – Alternative proposals received as part of the feedback and analysis of alternative options suggested by respondents
- Section 9 – Highways England responses to specific issues raised
- Appendices - Copies of the information provided to stakeholders and the general public as part of the consultation

3. Methodology

3.1 Consultation period

The consultation ran for six weeks from 14 November to 23 December 2016.

3.2 Consultation information and approach

Two brochures – one for Morpeth to Ellingham and one for north of Ellingham – were produced, providing information about the proposed improvement scheme. A feedback form to gather information and opinions about the proposed improvements was also produced. Copies of these documents can be found in Appendix A.

The consultation documents were available:

- online, and in downloadable format, from the scheme website and Citizenspace: www.highways.gov.uk/A1inNorthumberland
- A copy of the scheme brochures, including a feedback form were sent to all residential and business premises within a 250 metre distance from the scheme or where further away there was existing direct access to the A1. Additionally, flyers announcing the consultation and providing details of the consultation events were sent to all addresses within 2 miles of the scheme or where communities would need to access the A1 as their primary north/south route.
- Prior to the consultation events, the project team met with landowners who are potentially affected by the scheme.

In addition, six public consultation events were held during the period:

- Friday 18 November, 12pm – 7pm, Northumberland Hall, Market Place, Alnwick, NE66 1HS
- Saturday 19 November, 10am – 5pm, Northumberland Hall, Market Place, Alnwick, NE66 1HS
- Wednesday 23 November, 11am – 7pm, The Maltings, Eastern Lane, Berwick-upon-Tweed, TD15 1AJ
- Thursday 24 November, 11am – 6pm, Masonic Centre, Dacre Street, Morpeth, NE61 1HW
- Friday 25 November, 11am – 7pm, Felton Village Hall, Main Street, Felton, NE65 9NH
- Saturday 26 November, 10am – 5pm, Bell View, 33 West Street, Belford, NE70 7QB

Exhibition panels presenting the information were displayed at the consultation events (copies can be found in Appendix B) and members of the project team were on hand to answer questions or provide more information. Paper copies of the feedback form were also available for visitors to complete.

A press release describing the scheme, announcing the consultation and providing details of the information available was distributed by Highways England on 14 November 2016.

A copy of the consultation documents were sent to prescribed and identified stakeholders.

3.3 Consultation response channels

Responses to the consultation were accepted through the following channels:

- online via Citizenspace, using the electronic feedback form, at: www.highways.gov.uk/A1inNorthumberland
- at public consultation events by completing a paper copy of the feedback form
- by post using the freepost address provided with the paper feedback form
- by email to the dedicated scheme email address: A1inNorthumberland@highwaysengland.co.uk

Due to potential delays in the postal system because of the Christmas period, all responses received up until 6 January 2017 were included in the consultation. Citizenspace was closed at 23.59 on 23 December 2016.

3.4 Analysis and reporting

All responses were received and individually processed by the project team. Responses then underwent a coding process, creating a code frame to draw out the key themes and issues raised in the response to specific questions.

3.5 Limits of the information

This report is based on the responses received to the consultation, and therefore does not constitute a technical assessment of the proposed improvements. This report analyses the opinions stated by those who responded to the consultation, and as such is a self-selecting sample. Therefore the information in this report is not representative of all in the local communities or stakeholders. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals.

The responses are taken as written, and while we have coded responses to draw together themes we have not interpreted the responses further than this.

Where it was deemed necessary, responses have been prepared by technical teams, and sent directly to the respondent. Some responses to common queries from respondents are elaborated in this report. This provides technical information to the best of our knowledge at this time.

3.6 Next steps

The results of the consultation will be considered in the selection of the preferred options for improvement, along with other factors such as value for money, safety and meeting the scheme's objectives.

An announcement of the preferred option is expected in 2017.

There will be a further consultation, once the preferred option has been selected and the final designs have been developed, prior to making the Development Consent Order application.

4. Responses received

A total of 587 responses to the consultation were received.

The feedback form captured some analytical data from respondents to provide some background information about the residents and stakeholders who responded to the consultation. Shown below are key findings from this, which begin to define some of the themes and focus points which are developed in the main analysis of the report.

4.1 Responses by channel

Most responses to the consultation were received on the feedback form: 376 on the paper feedback form and 97 via Citizenspace.

A further 114 responses were received in other formats including three petitions.

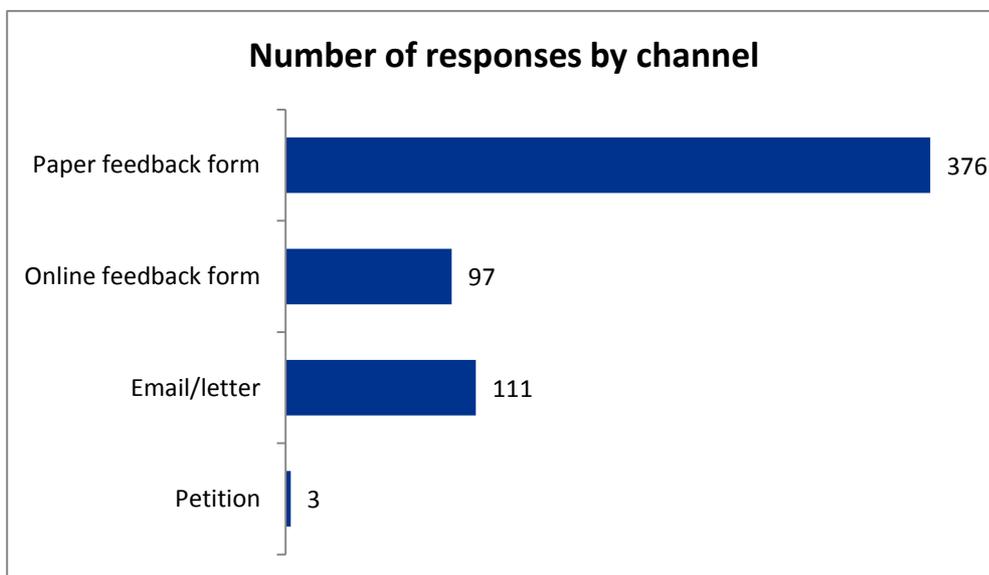


Figure 1: Number of responses received, by channel

4.2 Responses by Planning Act 2008 classification

The Planning Act 2008 prescribes specific groups who should be consulted about Nationally Significant Infrastructure Project (NSIPs). These groups are:

- Section 42(a) – Prescribed bodies, as listed in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. These include bodies such as Natural England, the Environment Agency, the relevant emergency services, etc.
- Section 42(b) – Local authorities in which the scheme is located and their neighbouring authorities
- Section 42 (c) – Greater London Authority (if appropriate)
- Section 42(d) – Affected landowners and land interests
- Section 47 – Local community, local residents, and individuals or organisations likely to be affected

Each response was classified within these groups.

Most responses were received from members of the general public: 489 responses. In addition, 65 responses were received from potentially affected landowners or their land agents and 4 responses were received from statutory or prescribed organisations. A further 25 responses were received from organisations which represent key interests. In addition, 3 petitions were received.

Respondent types	Online	Paper	Other formats	Total
S42(a) – prescribed stakeholders	-	-	4	4
S42(b) – local authorities	-	-	1	1
S42(d) – landowners	4	23	38	65
S47 – general public	85	344	60	489
S47 KS – key stakeholders	8	9	8	25
Number by source	97	376	111	584

5. Responses on the consultation feedback form

This section looks at the 473 responses to the consultation received on the consultation feedback form. Results from the paper and online forms are combined, any differences in views between the two responses mechanisms are highlighted in the analysis.

5.1 Responses by postcode sector

The feedback form asked for a postcode¹. The postcode allows us to plot where responses are received from.

UK postcodes comprise several parts:

- Postcode Area is indicated by the first 2 letters. For example NE is the Newcastle postcode area
- Postcode District is indicated by the 3 or 4 letters and numbers before the space. For example NE65 is the postcode district between Rothbury, Longframlington and Amble.
- The Postcode sector is indicated by the first number after the space. For example, the “NE65 9” postcode sector is around Swarland, Felton and Acklington.

For ease of analysis we have grouped postcodes into postcode sectors, and then grouped these postcode sectors into the scheme areas which they fall within.

The diagram on the right shows the postcode sectors along the improvement scheme.

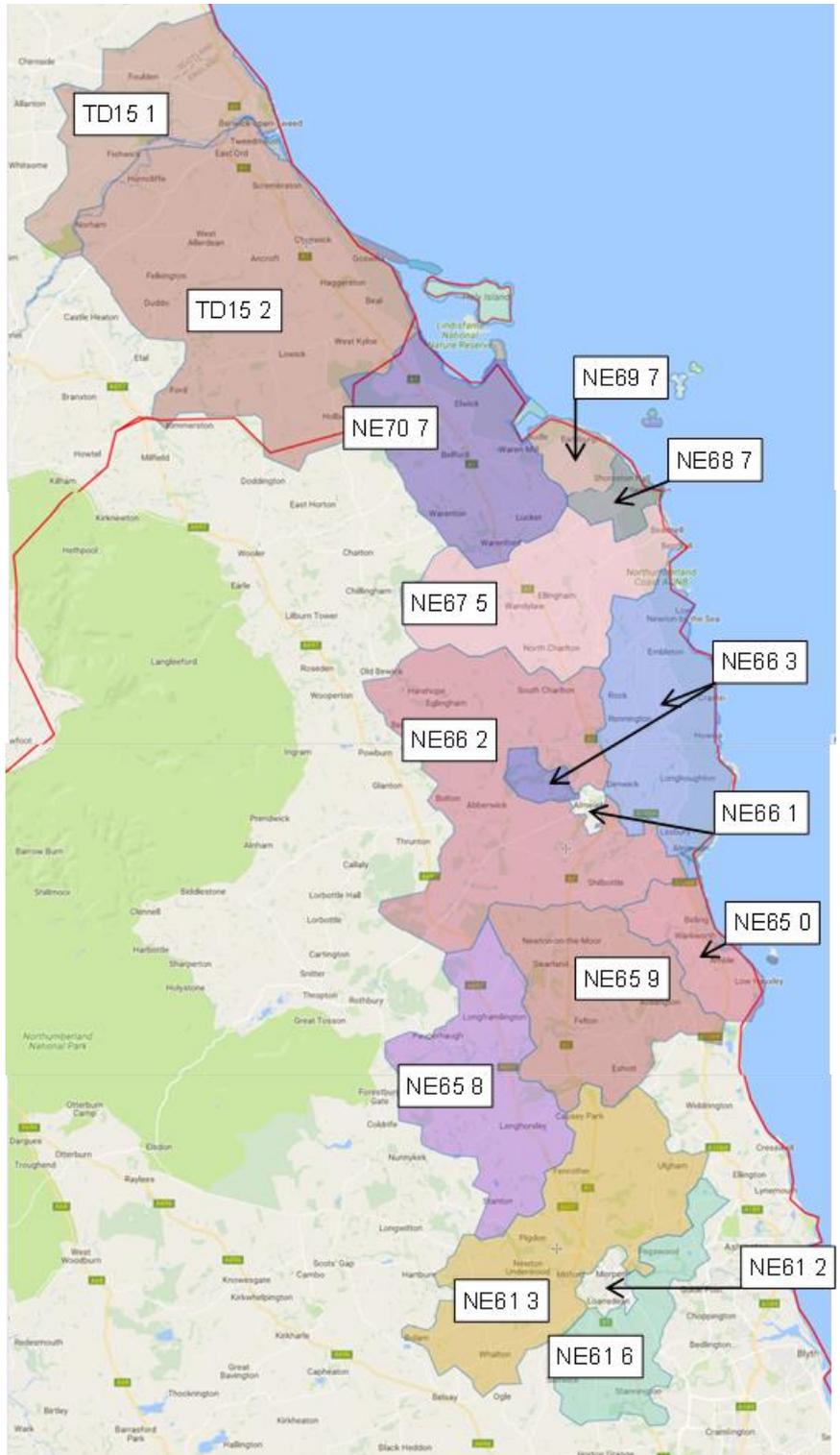


Figure 2: Postcode sectors along the scheme

¹ Note: in error, no postcode question was included in the online Citizenspace response form. By checking back through correspondence and cross-referencing against email addresses we have assigned 22 postcodes to the 97 online responses.

The postcode districts with the largest number of responses were NE65 (116 responses), NE61 (104 responses) and NE70 (54 responses).

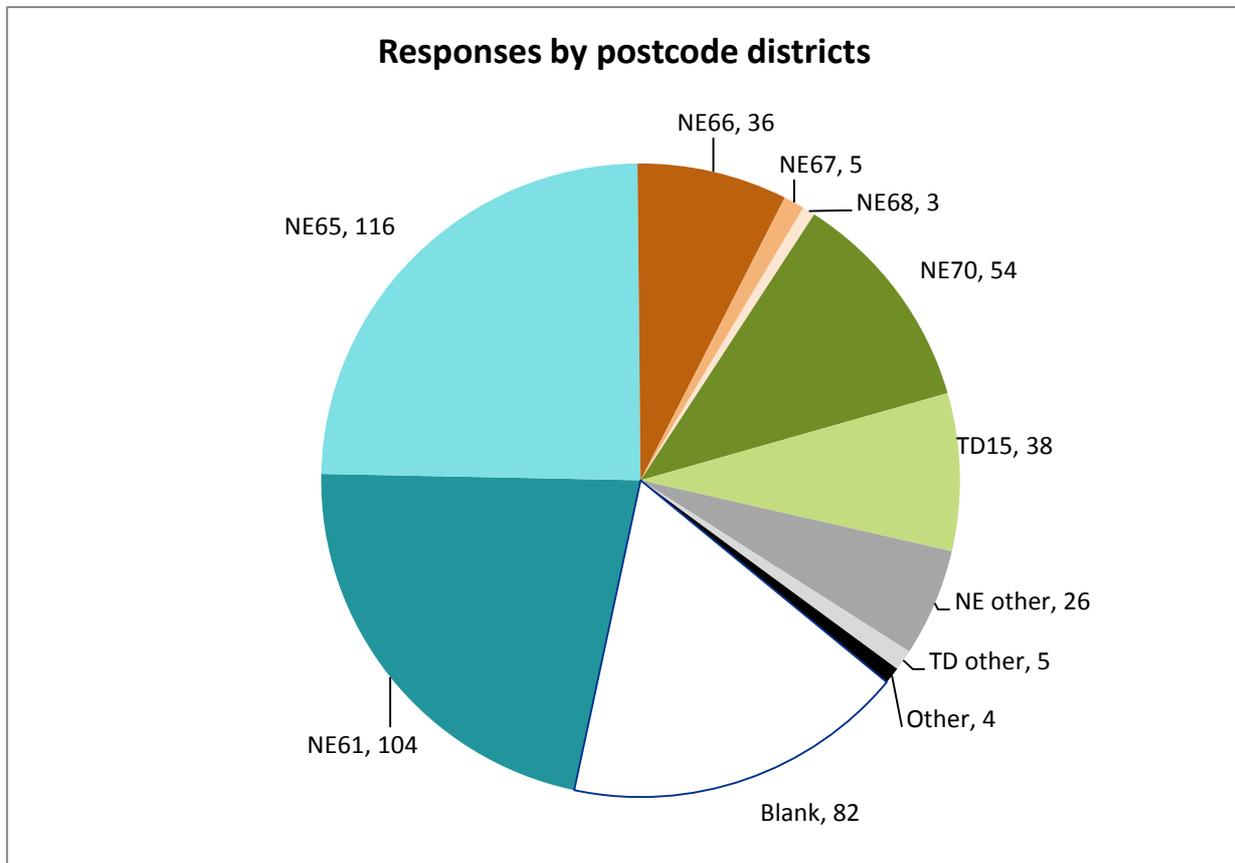


Figure 3: Responses received, by postcode districts

The table below shows which postcode districts are within which elements of the scheme. It also shows that the largest numbers of responses were in the Morpeth to Felton scheme area (220 responses) and the North of Ellingham scheme area (95 responses). There were fewer responses from the Alnwick to Ellingham scheme area (41 responses)

Postcode districts	Morpeth to Felton	Alnwick to Ellingham	North of Ellingham	Outside scheme area	Blank	Total
NE61	104					104
NE65	116					116
NE66		36				36
NE67		5				5
NE68			3			3
NE70			54			54
TD15			38			38
NE other				26		26
TD other				5		5
Other				4		4
Blank					82	82
Grand total	220	41	95	35	82	473

Table 5.1: Postcode districts within scheme elements

5.2 Demographic information

The feedback form included demographic questions to help with our analysis.

The results for these questions are presented as charts accompanied by an analysis which looks at how the profile differs from that for Northumberland as a whole. The analysis is presented as percentages. The analysis shows how well the consultation has reached all the different communities in Northumberland. The profiles for Northumberland as a whole are drawn from the Census 2011 results, which are available online at: www.nomisweb.co.uk.

5.2.1 Gender

Over half (57%) of the responses were from men, with one in three (35%) from women and eight percent² did not provide an answer on gender.

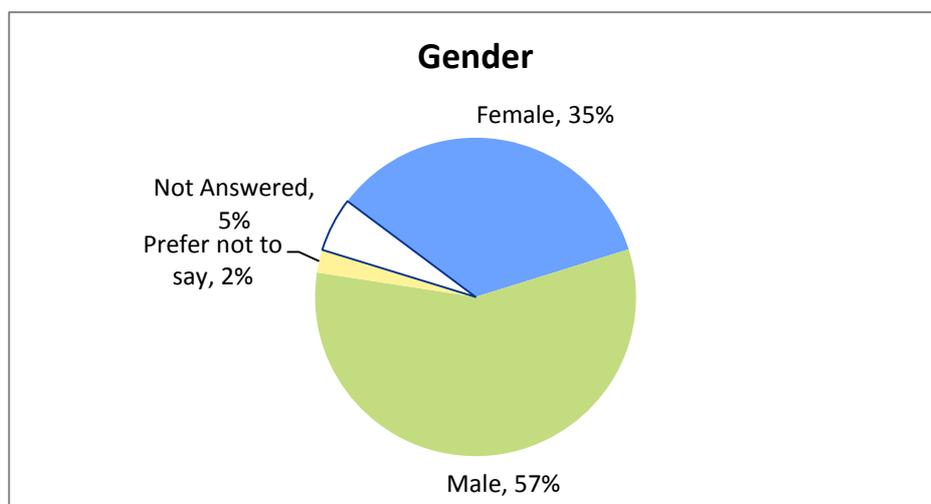


Figure 4: Gender breakdown of responses

When compared to the overall population in Northumberland, the gender profile of those responding to the consultation was skewed towards men. A comparison is shown below

Gender	Responses to consultation	Valid responses ³	Northumberland population ⁴
Female	35%	38%	51%
Male	57%	62%	49%
Prefer not to say	2%	-	-
Not answered	5%	-	-
Total	100%	100%	100%

Table 5.2: Comparison of gender, responses vs Northumberland population

² Note: Due to rounding of numbers, where percentages are added together the sum may be slightly different from the simple addition of the shown percentages.

³ Valid responses are those categories which appear in both sets of data. Because the options “prefer not to say” and “not answered” are not included in Census 2011 data these have been removed from the calculations in this column. The percentages shown are based only on those who said “female” and “male”.

⁴ Source: Census 2011 figures drawn from Nomis (www.nomisweb.co.uk) on 18/01/2017

5.2.2 Age

Nearly two-thirds (62%) of those responding said they were aged over 55, 32% said they were aged under 55 and 6% did not answer the question

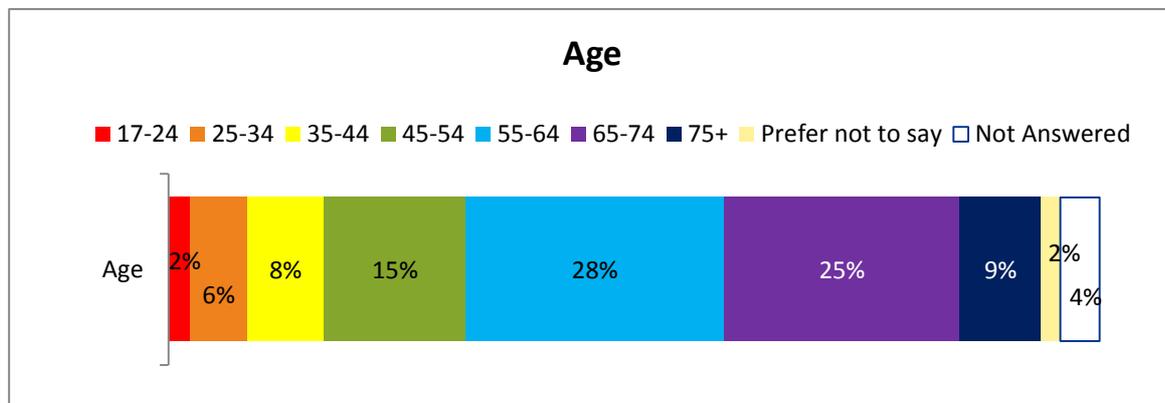


Figure 5: Age breakdown of responses

Compared to the 17+ age profile for Northumberland, the age profile of those responding to the consultation was older. A comparison is shown below

Age	Responses to consultation	Valid responses	Northumberland population ⁵
17-24	2%	2%	9%
25-34	6%	7%	13%
35-44	8%	9%	14%
45-54	15%	16%	19%
55-64	28%	30%	18%
65-74	25%	27%	16%
75+	9%	9%	12%
Prefer not to say	2%	-	-
Not answered	4%	-	-
Total	100%	100%	100%

Table 5.3: Comparison of age profile, responses vs Northumberland population

⁵ Source: Census 2011 figures drawn from Nomis (www.nomisweb.co.uk) on 18/01/2017

5.2.3 Disability

Nearly all of those responding (80%) stated they do not consider themselves to have a disability, 5% said that they considered they had a disability and 15% did not provide an answer.

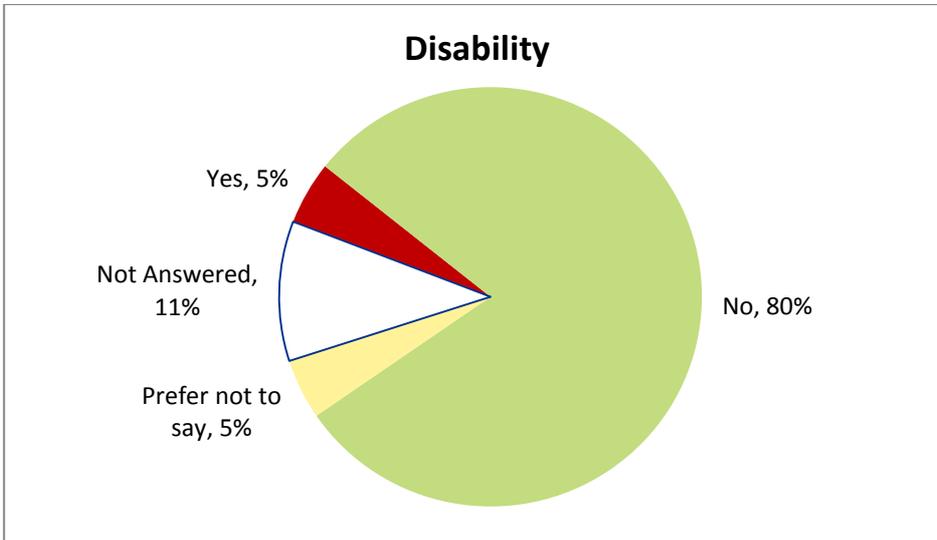


Figure 6: Disability breakdown of responses

A comparison with the profile for disability in Northumberland as a whole shows that the proportion stating they have a disability was lower among those responding to the consultation similar:

Disability	Responses to consultation	Valid responses	Northumberland population ⁶
Yes	5%	6%	21%
No	80%	94%	79%
Prefer not to say	5%	-	-
Not answered	11%	-	-
Total	100%	100%	100%

Table 5.4: Comparison of disability levels, responses vs Northumberland population

⁶ Source: Census 2011 figures drawn from Nomis (www.nomisweb.co.uk) on 18/01/2017

5.2.4 Ethnic origin

Nearly all of those responding (89%) stated their ethnic origin as white, 5% stated they preferred not to say and 5% did not answer.

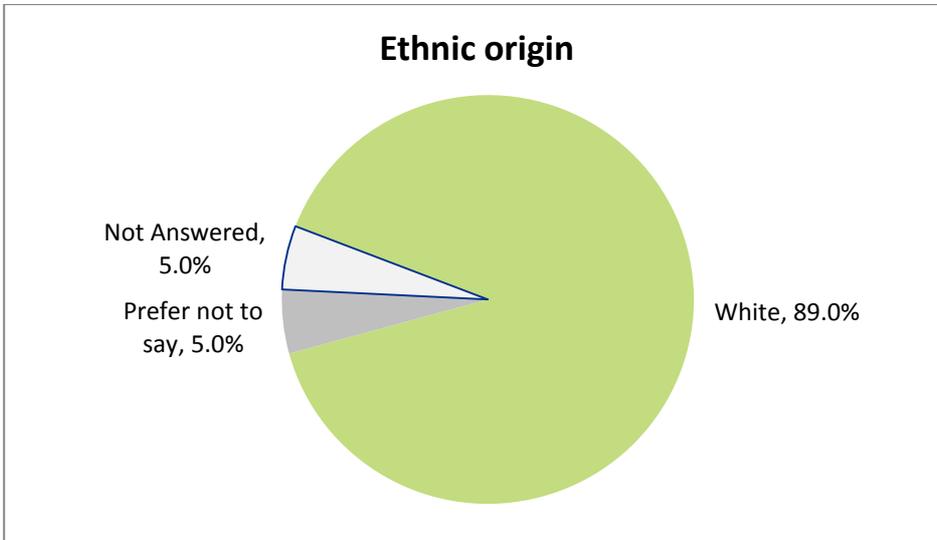


Figure 7: Ethnic origin breakdown of responses

A comparison with the profile for ethnic origin in Northumberland shows the proportions among those who responded to the consultation are broadly similar to the profile for the county as a whole.

Ethnic origin	Responses to consultation	Valid responses	Northumberland population ⁷
White	89%	100%	98%
Other ethnic origins	-	-	2%
Prefer not to say	5%	-	-
Not answered	5%	-	-
Total	100%	100%	100%

Table 5.5: Comparison of ethnic origin, responses vs Northumberland population

⁷ Source: Census 2011 figures drawn from Nomis (www.nomisweb.co.uk) on 18/01/2017

5.2.5 Religion

Nearly six in ten responding (58%) stated they are Christian, 0.2% stated that they are Buddhist, 2% that they followed another religious belief and 19% that they had no religious belief.

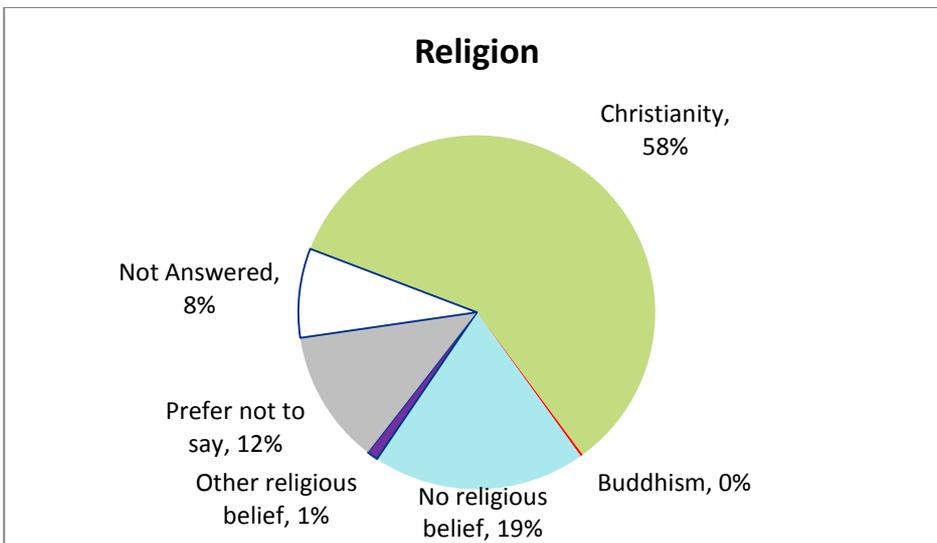


Figure 8: Religion breakdown of responses

A comparison with the profile for religion in Northumberland shows the proportions among those who responded to the consultation are broadly similar to the profile for the county as a whole.

Religion	Responses to consultation	Valid responses	Northumberland population ⁸
Christianity	58%	74%	73%
Islam	-	-	0.3%
Hinduism	-	-	0.1%
Judaism	-	-	0.1%
Buddhism	0.2%	0.3%	0.2%
Other religious belief	1%	2%	0.5%
No religious belief	19%	24%	26%
Prefer not to say	12%	-	-
Not answered	8%	-	-
Total	100%	100%	100%

Table 5.6: Comparison religion, responses vs Northumberland population

⁸ Source: Census 2011 figures drawn from Nomis (www.nomisweb.co.uk) on 23/01/2017

5.3 Usage of the A1 in Northumberland

The feedback form included questions about how the respondent uses the A1 in Northumberland. The questions asked were:

- Q14. How do you normally travel on the A1 in Northumberland?
- Q15. Why do you use the A1 in Northumberland?
- Q16. How often do you use the A1 in Northumberland?

The results for these questions are presented as charts accompanied by an analysis which looks at how answers differ, or are the same, across different geographic and classification questions. This analysis is presented as percentages of the total number of respondents. Where information is presented in tables, we have highlighted in yellow where proportions are higher for one group than for the overall. Note: due to rounding of percentages, where two or more percentages are added together – for example to show all those who said they “strongly agreed” and those who said they “agreed” to give an overall “agreed” figure – the final percentage may be different from a simple addition of the individual percentages shown. For example, where percentages of 89% and 5% are shown these could actually be 89.4% (rounded to 89%) and 5.4% (rounded to 5%); the sum of these percentages would be 95% (89.4+5.4) rather than 94% (89+5).

Several questions included “other” responses where respondents were able to provide more details. These comments were reviewed and where these emerged in the responses these are also analysed and reported. The analysis of these comments is presented as numbers of mentions of particular issues.

More than eight in ten respondents (87%) said they use the A1 on a weekly basis, with over half (54%) using the A1 at least five times a week.

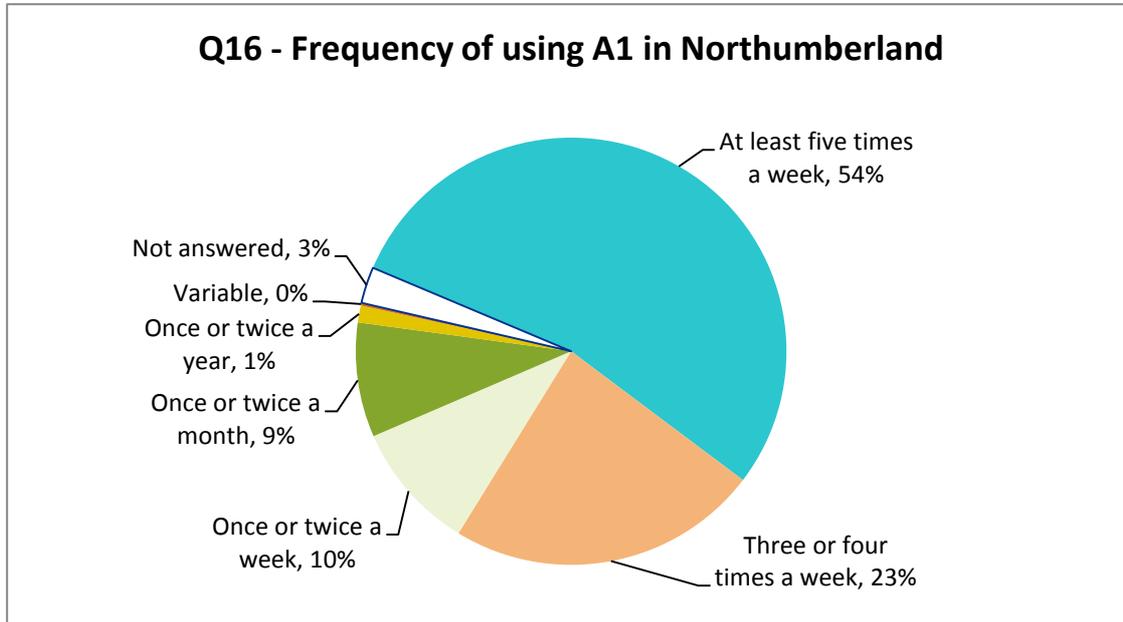


Figure 9: Frequency of using A1 in Northumberland

Nearly all of those responding (92%) said that they drove on the A1, 35% said they travelled as a passenger in a car, and 15% that they travelled by bus on the road.

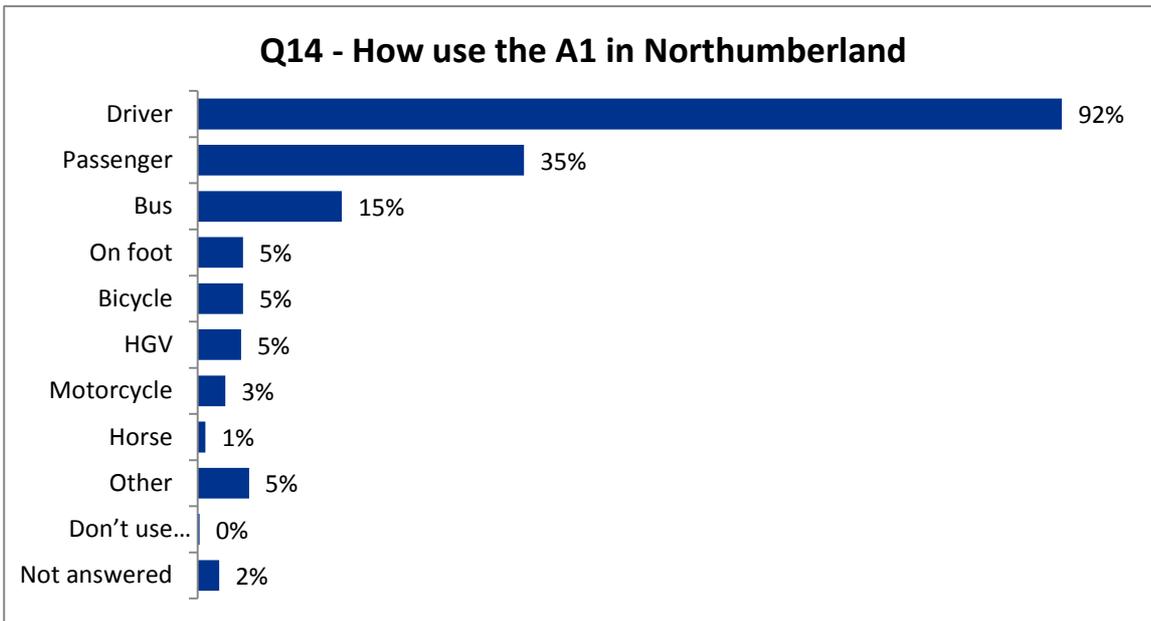


Figure 10: How respondents use the A1 in Northumberland

Most respondents (82%) said they lived in the local area and used the A1 to get to/from home, 61% said they used the A1 to visit tourist attractions, 54% said they used the road to get to local leisure facilities, 38% that they worked in the local area and 33% that they travelled along the road for business purposes.

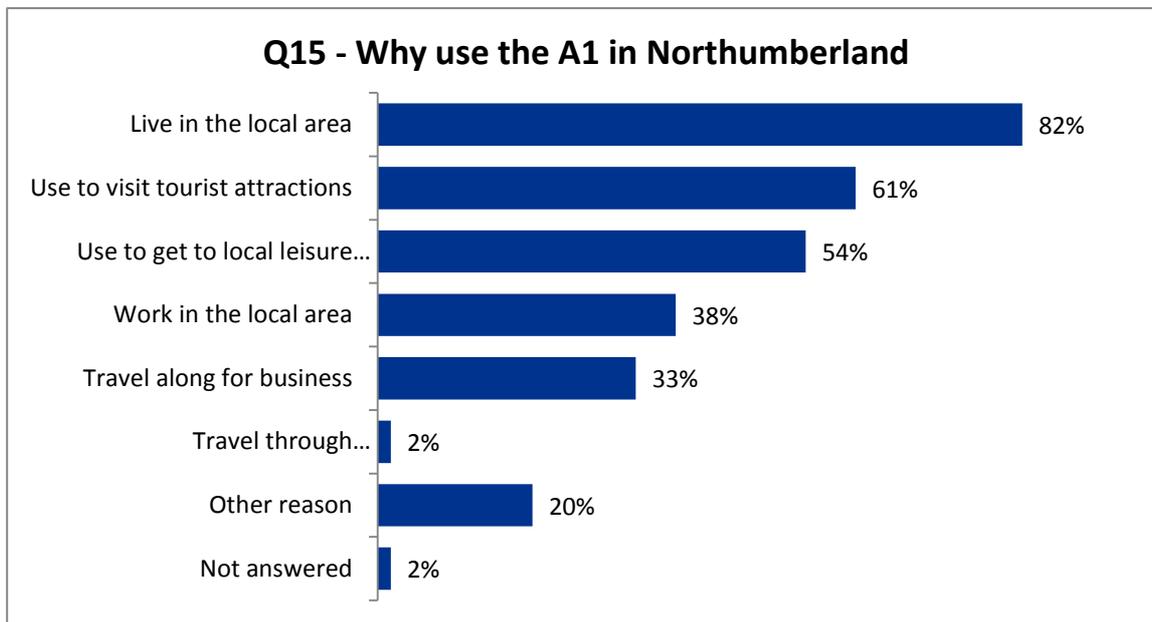


Figure 11: Why respondents use the A1 in Northumberland

One in five (20%, 93 respondents) said they use the A1 for other reasons, the reasons mentioned included:

- regular visits to family (30 mentions)
- going to the supermarket/shopping (23 mentions)
- personal business in other areas, e.g. banking, medical, school (21 mentions)
- socialising in area/ seeing friends (12 mentions)
- as a local road because there are no/few other connections (9 mentions)
- as part of job (8 mentions)
- cycle east to west across the A1 (3 mentions)
- walking in the local area, cross via public footpaths (2 mentions)
- in agricultural vehicles etc. (2 mentions)
- accessing land on both sides (2 mentions)

5.4 Opinions about the public exhibitions

Four questions were asked about the public consultation, these were:

- Q10. How did you hear about this consultation?
- Q11. I found the public exhibitions useful, to what extent do you agree or disagree?
- Q12. To what extent do you agree with the following statements ...
 - ... The event helped to keep me informed about the scheme and how it may impact me
 - ... I have had the opportunity to share my views about the proposals for the scheme
 - ... This event has helped me to better understand why the improvements need to happen
 - ... This event has helped me to understand the role of Highways England
- Q13. Do you have any comments about Highways England's consultation you would like to record?

The most mentioned ways in which respondents heard about the consultation were through the leaflet (38% mentioned this) and the newspaper (22% mentioned).

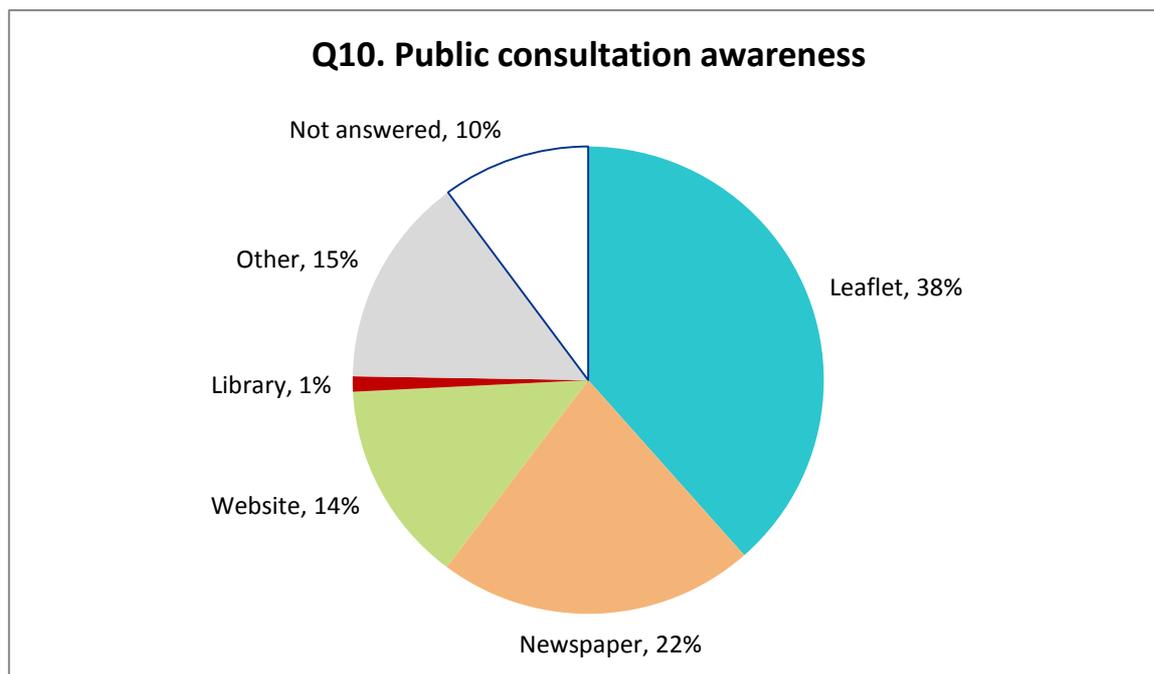


Figure 12: How respondents became aware of public consultation

Respondents living in the Morpeth to Felton part of the scheme were more likely to mention the consultation leaflet as the way in which they became aware of the consultation. Those living in the Alnwick to Ellingham and North of Ellingham parts of the scheme were more likely to mention the newspaper and other sources as how they became aware.

Heard about consultation	Morpeth to Felton	Alnwick to Ellingham	North of Ellingham	Outside scheme area	Blank	Total
Leaflet	45%	32%	39%	29%	29%	38%
Newspaper	18%	37%	32%	23%	13%	22%
Website	13%	7%	7%	26%	23%	14%
Library	2%	0%	0%	0%	0%	1%
Other	16%	24%	20%	14%	0%	15%
Not answered	7%	0%	2%	9%	34%	10%
Number of respondents in area	220	41	95	35	82	473

Table 5.7: How respondents heard about consultation by part of scheme

Over half agreed that they found the public exhibition useful (55%), 3% disagreed and 15% said they didn't know.

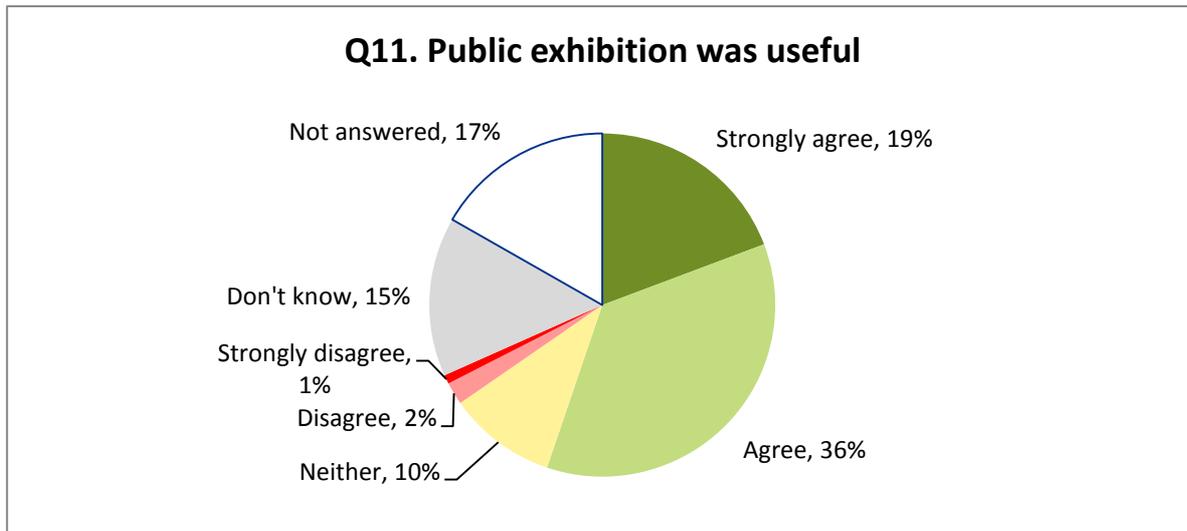


Figure 13: Agreement on whether public exhibition was useful

Respondents living in the Alnwick to Ellingham and Morpeth to Felton parts of the scheme were more likely to agree that they found the public exhibitions were useful. Although the levels of disagreement were low, those in North of Ellingham part of the scheme were more likely to disagree (5% compared to 3% overall disagreed).

Public exhibition useful	Morpeth to Felton	Alnwick to Ellingham	North of Ellingham	Outside scheme area	Blank	Total
Strongly agree	18%	34%	16%	11%	22%	19%
Agree	41%	41%	40%	29%	17%	36%
All agree	60%	76%	56%	40%	39%	55%
Neither agree nor disagree	9%	5%	13%	11%	12%	10%
Disagree	1%	2%	4%	0%	4%	2%
Strongly disagree	0%	0%	1%	0%	2%	1%
All disagree	1%	2%	5%	0%	6%	3%
Don't know	17%	12%	17%	34%	0%	15%
Not answered	13%	5%	9%	14%	43%	17%
Number of respondents in area	220	41	95	35	82	473

Table 5.8: Agreement on public exhibition useful by part of the scheme

Agreement was high that the public exhibitions helped to keep people informed about the scheme and how it may affect individuals (63% agreed) and that the exhibitions were an opportunity to share their views about the proposals (62% agreed).

Around half (48%) agreed that the public exhibitions helps them to better understand why the improvements need to happen, 6% disagreed.

Four in ten (40%) agreed that the exhibitions helped them to better understand the role of Highways England, 5% disagreed).

For each of the individual elements in Q12, around one in five respondents did not give an answer. This group was generally the same respondents who did not answer any of the statements in Question 12.

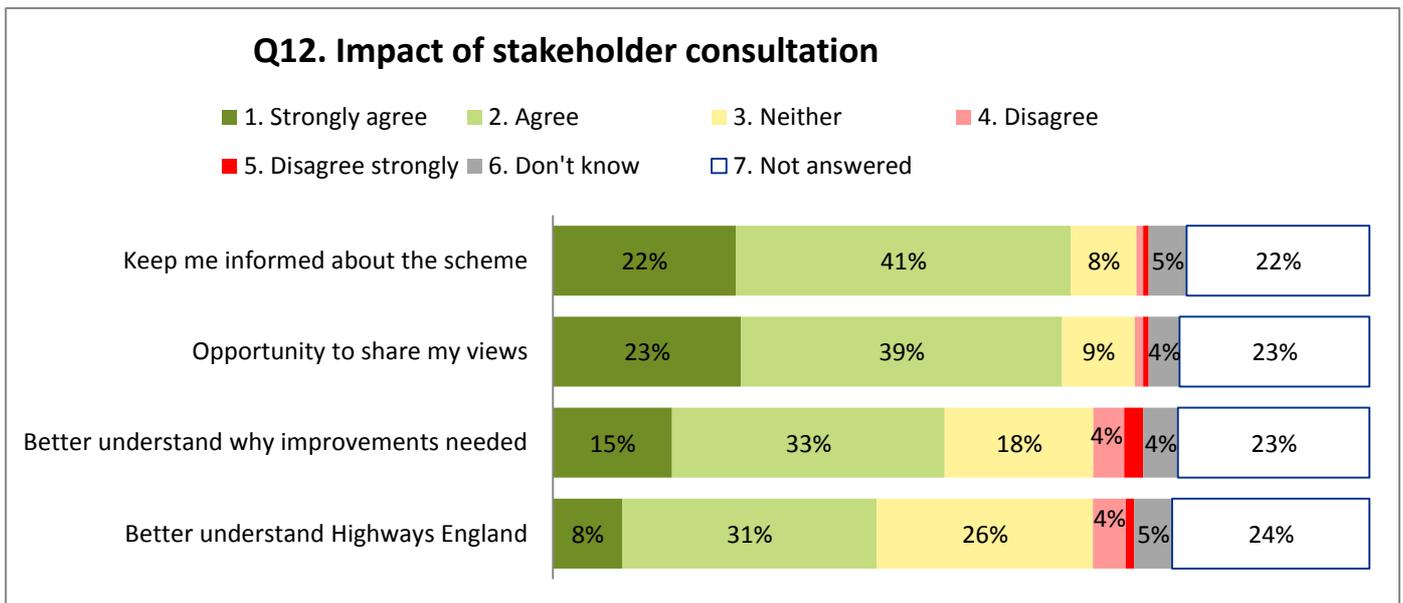


Figure 14: Impact of stakeholder consultation

Respondents were also asked for any comments about Highways England’s consultation which they would like recorded. 144 respondents provided comments. The most frequently mentioned themes were:

- comments about the events themselves in terms of set up and information available (mentioned by 80 respondents), typical comments made were the staff were helpful/friendly/welcoming/polite (26 mentions) and the respondents were impressed/satisfied with the consultation process (10 mentions).
- comments about the scheme (mentioned by 16 respondents), typically raising comments which are discussed elsewhere such as the desire to dual the A1 to the border (6 mentions) and improving Mousen Bends (5 mentions).
- comments about the consultation documents (mentioned by 12 respondents), including that the documents were clear (4 comments) and that there was a lack of consideration for cyclists (3 mentions).
- comments about the locations (mentioned by 10 respondents), including mentions of the River Coquet (3 mentions) and Felton (2 mentions) among other locations.
- comments about cost/economy (mentioned by 7 respondents)
- comments about construction (mentioned by 4 respondents)

5.5 Analysis of responses to key questions on the feedback form

This section looks at the questions asked on the feedback form. The questions were a combination of closed questions (which have a series of answers which can be ticked) and open questions (where respondents were given space to provide answers in their own words).

For the closed questions, the overall results are presented as charts accompanied by an analysis which looks at how answers differ, or are the same, across different geographic and classification questions. This analysis is presented as percentages of the total number of respondents. Where information is presented in tables, we have highlighted in yellow where proportions are higher for one group than for the overall. Note: due to rounding of percentages, where two or more percentages are added together – for example to show all those who said they “strongly agreed” and those who said they “agreed” to give an overall “agreed” figure – the final percentage may be different from a simple addition of the individual percentages shown. For example, where percentages of 89% and 5% are shown these could actually be 89.4% (rounded to 89%) and 5.4% (rounded to 5%); the sum of these percentages would be 95% (89.4+5.4) rather than 94% (89+5).

Many of the closed questions presented in the charts were accompanied by open questions asking respondents to provide more details. These open questions were reviewed and coded to draw together the main themes and issues mentioned in the comments. The analysis of these open responses is presented as numbers of mentions of specific issues or as number of respondents mentioning a particular theme.

5.5.1 Morpeth to Felton

Two questions were asked about the Morpeth to Felton part of the scheme:

- Q1. Which option would you prefer for the A1 dual carriageway upgrade between Morpeth and Felton?
- Q2. Please provide more details on why you prefer this option.

Four in ten of respondents (41%) preferred the Green option, three in ten (29%) preferred the Blue option and 12% preferred the Orange option. Fourteen percent of respondents had no preference and four percent did not answer.

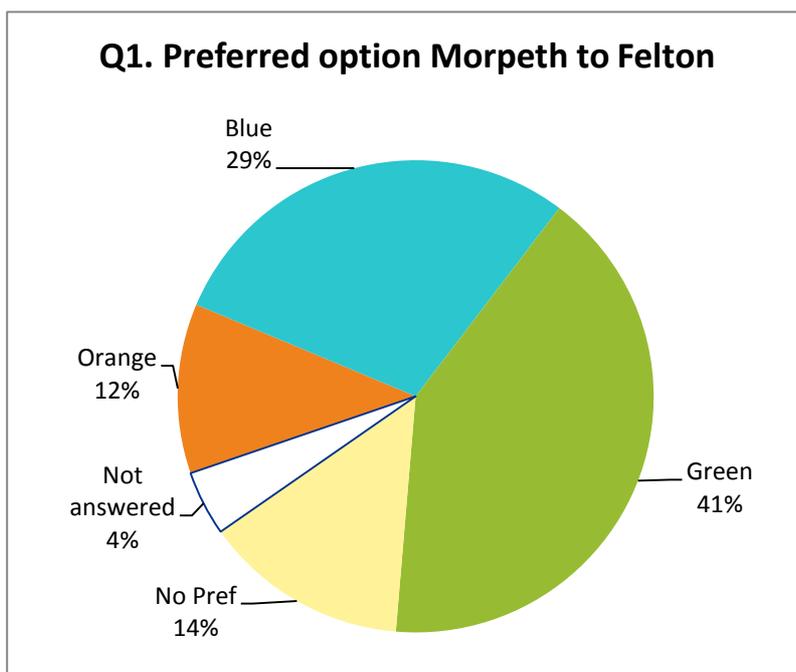


Figure 15: Preferred option for Morpeth to Felton

The Green option was the preferred option for respondents in the Morpeth to Felton and Alnwick to Ellingham parts of the A1 in Northumberland improvement scheme. It was also the preferred option among those who did not provide a postcode. Respondents from the North of Ellingham part of the scheme were more likely to say they had no preference, among those who expressed a preference the Green option was the most mentioned. Among the 35 people who responded from outside the scheme area, 24 preferred the Blue option.

Preferred option	Morpeth to Felton	Alnwick to Ellingham	North of Ellingham	Outside scheme area	Blank	Total
Orange	9%	20%	19%	6%	10%	12%
Blue	42%	17%	7%	69%	7%	29%
Green	44%	41%	28%	9%	62%	41%
No preference	5%	15%	32%	14%	18%	14%
Not answered	1%	7%	14%	3%	2%	4%
Number of respondents in area	220	41	95	35	82	473

Table 5.9: Preferred option for Morpeth to Felton by part of the scheme

The Green option was the preferred option among those responding online via Citizenspace and was equally preferred by those who sent in a paper feedback form.

Preferred option	Online	Paper	Total
Orange	11%	12%	12%
Blue	6%	35%	29%
Green	65%	35%	41%
No preference	15%	14%	14%
Not answered	2%	5%	4%
Number of respondents by source	97	376	473

Table 5.10: Preferred option for Morpeth to Felton by response channel

The Green route was the preferred option for each of the different classifications of stakeholders.

Preferred option	S42(d)	S47	S47 KS	Total
Orange	4%	12%	6%	12%
Blue	19%	30%	12%	29%
Green	48%	40%	47%	41%
No preference	19%	13%	24%	14%
Not answered	11%	4%	12%	4%
Number of respondents by source	27	429	17	473

Table 5.11: Preferred option for Morpeth to Felton by respondent classification

Question 2 asked respondents to provide more details on why they preferred the option selected at Q1. The feedback form allowed people to write freely. All responses were read and the key themes were coded to allow us to count how many people had mentioned individual issues.

The main themes which were mentioned in responses are:

- The Green option – 183 respondents made comments related to this option
- The Blue option – 113 respondents made comments about this option
- The Orange option – 43 respondents made comments about this option
- Specific locations – mentioned by 49 respondents
- General issues – mentioned by 17 respondents
- Other issues – mentioned by 49 respondents

Comments about the **Green option** were generally made by those who preferred this route, the most mentioned issues were:

- Less impact/disruption during construction (75 mentions)

“Less disruption to traffic on the existing A1 during construction.” S42(d) respondent, living in Morpeth to Felton part of the scheme, paper response form, prefers Green option (Respondent 23)

“I travel to Newcastle regularly on this stretch of road and the green option looks to be less disruptive for the 3 years during the building process.” S47 respondent, living in Morpeth to Felton part of the scheme, paper response form, prefers Green option (Respondent 79)

“Least disruptive engineering project to an already congested single carriage highway.” s47 respondent, no postcode, online response form, prefers Green option (Respondent 381)

- Leaves old A1 as local road (38 mentions)

“As well as offering a more direct route, with fewer junctions allowing for more consistent journeys, it will also improve local connections via the stretch of the current A1 which will remain in place.” North East England Chamber of Commerce (respondent 440)

- Least impact on road users (27 mentions)
- Least impact on residents (27 mentions)
- Safer route (24 mentions)
- Allows better access (20 mentions)
- Safer/as fewer/better junctions/safer for bus users (14 mentions)
- Higher cost but ... (12 mentions), a typical comment would be

“The green option will be the most efficient, convenient and safer overall: will offer more value and a comprehensive solution for good levels of local traffic distribution for little extra cost. A first class upgrade.” S47 respondent, living in Morpeth to Felton part of scheme, paper response form, prefers the Green route (respondent 124)

Seventeen respondents who preferred the Blue option made comments about the Green option. The issues mentioned were complicated junctions (mentioned by 2 respondents who preferred the Blue option and 1 who preferred the Green to option), and a simple statement of “not the Green route” (mentioned by 5 respondents). In addition, 11 respondents stated that the Green route destroys countryside/Causey Park, typical comments on this issue were:

“Being a member of the wildlife trust I could not possibly support the green route which goes through such beautiful countryside. Blue is best.” S47 respondent, living in Morpeth to Felton part of the scheme, paper response form, prefers Blue option (respondent 193)

“Green route destroys more countryside with all of the environmental consequences.” S47 respondent, living in Morpeth to Felton part of the scheme, paper response form, prefers Blue option (respondent 273)

One respondent who preferred the Orange option commented that *“The green option is appalling”* s47 respondent, living in Morpeth to Felton part of the scheme, paper response form, prefers Orange option (respondent 136)

Comments about the **Blue option** were only made by those who preferred this option. The most mentioned comments were:

- Least impact on wildlife/environment/land take (54 mentions)

“Feel this route is ... least disruptive to countryside. No reason to change countryside if not necessary.” s47 respondent, living outside the scheme area, paper response form, prefers Blue option (respondent 243)

“Uses less farmland.” S47 respondent, living in Morpeth to Felton part of the scheme, paper response form, prefers Blue option (respondent 343)

- Better for Tritlington School, mentioned by 29 respondents

“As a teacher at Tritlington School, the blue route offers a safe way past the school for through traffic.” S47 respondent, living in Morpeth to Felton part of the scheme. paper response form, prefers Blue option (respondent 199)

- Cheaper/cost effective, mentioned by 24 respondents
- Better to keep the new route close to original, 18 mentions

“More sensible option as uses existing carriageway - better for environment. Less use of farm land.” S47 respondent, living in Morpeth to Felton part of the scheme. paper response form, prefers Blue option (respondent 233)

- Reduces accidents at Causey Park/best for Causey Park, 14 mentions
- Less disruption , 12 mentions

The most mentioned reasons for preferring the **Orange option** were:

- Does not take /takes less agricultural land (18 mentions)

“Uses more of the existing A1 and thus causes less loss of habitats etc., and more importantly requires less agricultural land.” S47 respondent, living in North of Ellingham part of the scheme. online response form, prefers Orange option (respondent 456)

“This one requires the least land take and is cheapest of the options on offer. While I accept it has the greatest impact on road users during construction, it is not as if the other options are free of disruption.” S47 respondent, living in North of Ellingham part of the scheme. paper response form, prefers Orange option (respondent 88)

- Cheapest (17 mentions)
- Least environmental impact (11 mentions)

For respondents who were **s47 Key Stakeholders** the Green option was seen to leave the current A1 as a local road (2 mentions) and has the least impact on road users (also 2 mentions). The Blue option was seen to be the best balance of land take, environmental impact, cost and impact on road users (1 mention).

For respondents who were **s42(d) (land owners)** the Green option was seen to have less impact/disruption during construction (6 mentions) and to allow for better access (3 mentions) and be safer/as fewer/better junctions (2 mentions).

Among the **general public (s47)** respondents the main responses were that the Green route has less impact /disruption during construction (68 mentions), it leaves the old A1 as a local road (35 mentions) and has least impact on road users (24 mentions).

5.5.2 Alnwick to Ellingham

Two questions were asked about the Alnwick to Ellingham part of the scheme:

- Q3. To what extent do you agree, or disagree, with the proposed option between Alnwick and Ellingham?
- Q4. Please provide more details on why you agree or disagree with the option.

Nearly half of respondents (49%)⁹ agreed with the proposed option between Alnwick and Ellingham and five percent disagreed.

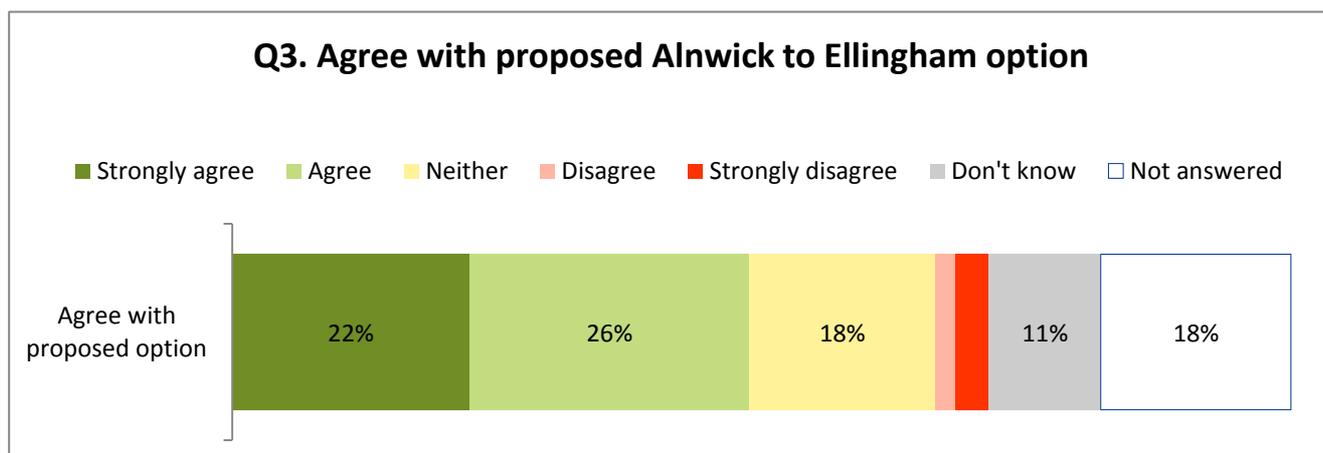


Figure 16: Agreement with proposed option for Alnwick to Ellingham

The views of respondents in the Alnwick to Ellingham part of the scheme are split on this question. They were both more likely to agree and to disagree with the proposed option:

- 71% of those living in Alnwick to Ellingham part of the scheme **agreed** with the option, compared to 49% of all respondents, they were considerably more likely to strongly agree (41% compared to 22% of all respondents).
- 15% of those living in Alnwick to Ellingham part of the scheme **disagreed** with the proposed option, compared to 5% of all respondents.

Respondents in the North of Ellingham part of the scheme were also more likely to agree (69%), but the proportion who said the strongly agreed was lower (32%).

Alnwick to Ellingham option	Morpeth to Felton	Alnwick to Ellingham	North of Ellingham	Outside scheme area	Blank	Total
Strongly agree	14%	41%	32%	14%	28%	22%
Agree	24%	29%	38%	23%	20%	26%
All agree	38%	71%	69%	37%	48%	49%
Neither agree nor disagree	20%	12%	12%	9%	23%	18%
Disagree	2%	7%	1%	0%	1%	2%
Strongly disagree	0%	7%	5%	3%	6%	3%
All disagree	2%	15%	6%	3%	7%	5%
Don't know	14%	0%	3%	20%	12%	11%
Not answered	25%	2%	9%	31%	10%	18%
Number of respondents in area	220	41	95	35	82	473

Table 5.12: Agreement with proposed Alnwick to Ellingham option by part of scheme

⁹ Difference in sum due to rounding of the percentages.

There were no real differences in opinions between those responding online via Citizenspace and on paper, in both cases 49% agree and 5% disagree.

There are no real differences in opinions across the different classifications of stakeholders.

Alnwick to Ellingham option	S42(d)	S47	S47 KS	Total
Strongly agree	15%	23%	18%	22%
Agree	30%	26%	35%	26%
All agree	44%	49%	53%	49%
Neither agree nor disagree	19%	18%	6%	18%
Disagree	0%	2%	0%	2%
Strongly disagree	4%	3%	6%	3%
All disagree	4%	5%	6%	5%
Don't know	4%	11%	6%	11%
Not answered	30%	17%	29%	18%
Number of respondents in area	27	429	17	473

Table 5.13: Agreement with proposed Alnwick to Ellingham option by respondent classification

Q4 allowed respondents to provide more details on why they agreed or disagreed with the proposed option between Alnwick and Ellingham. 195 respondents provided comments. These comments were reviewed and coded to draw together the themes and issues mentioned. The most frequent themes in the responses were:

- Safety, mentioned by 53 respondents
 - Improves safety/reduces accidents/saves lives (18 mentions)

“Approve of extra safety that will be given at vulnerable junctions.” s42(d) respondent, living in Morpeth to Felton part of the scheme, paper response form, agrees with proposed Alnwick to Ellingham option (respondent 155)

“Better road safety” s47 respondent, living in Alnwick to Ellingham part of the scheme, paper response form, agreed with proposed A2E option (respondent 211)

“Necessary to increase road safety and saving lives” s47 respondent, living in Alnwick to Ellingham part of the scheme, paper response form, agreed with proposed A2E option (respondent 65)
 - Safety, general with no further details provided (12 mentions)

“Make the A1 safer and faster to travel on.” s42(d) respondent, online response form, agrees with proposed A2E option (respondent 451)
- Congestion, mentioned by 29 respondents
 - Improves traffic management/flow (14 mentions)

“The more dual carriageway north of Alnwick the better. It will improve traffic flow and journey times.” s47 respondent, online response form, agrees with proposed A2E option (respondent 390)

“Anything that improves traffic flow is a bonus” s47 respondent, living in Alnwick to Ellingham part of the scheme, paper response form, agreed with proposed A2E option (respondent 91)
- General comments about the road, mentioned by 70 respondents
 - Should be dualled to the border (11 mentions)
 - Minimal impact on adjacent land/least disruption (11 mentions)

“Obvious route for the new additional carriageway which uses existing road

and minimal new land around it.” s47 respondent, living in North of Ellingham part of the scheme, online response form, agreed with proposed A2E option (respondent 456)

- This is better than nothing/ seems sensible/fair (10 mentions)
- Specific locations, mentioned by 19 respondents, the most mentioned being:
 - South Charlton/junction looks complicated (5 mentions)
 - Rock South Farm – need access bridge (4 mentions)
 - Mousen Bends (4 mentions)

The issues mentioned above are also those most mentioned by those who agreed with the proposed option. Among those who disagreed with the proposed option the most frequent comments were:

- Should be dualled further north (mentioned by 4 of the 23 respondents who disagreed) or it should be dualled to the border (3 mentions)

“All of the work proposed will do little to help more congestion on the A697. The final 15 miles to the Scottish Border will have to be done to make the A1 more usable.” s47 respondent, living outside the scheme area, paper response form, disagreed with proposed A2E option (respondent 53)

“This option is much less essential than is the construction of a dualled option from Ellingham to Berwick-upon-Tweed.” s47 respondent, living in North of Ellingham part of the scheme, paper response form, disagreed with proposed A2E option (respondent 115)

A further 13 respondents stated that the “don’t know this part of the A1 well enough to comment/don’t drive”.

Among the s47 Key Stakeholders the most mentioned issue was:

- Dualling more of the A1 in Northumberland

“Dualling of this stretch of the A1 moves the region closer to the Chamber’s long term aim of dual carriageway along the route and into Scotland.” s47 KS – North East Chamber of Commerce (respondent 440)

“The road needs to be dualled.” s47 KS –(respondent 313)

5.5.3 North of Ellingham

Three questions were asked about the North of Ellingham part of the scheme:

- Q5. To what extent do you agree or disagree with the need for improvements on the A1 north of Ellingham?
- Q.6. To what extent do you agree, or disagree, with the need for improvements on the A1 north of Ellingham ...
 - ... at Wooler junction
 - ... at Cheswick junction
 - ... at West Mains junction
 - ... overtaking lanes from Cragmill junction to Middleton
 - ... overtaking lanes from Fenwick Stead to Fisher’s Back Road
- Q7. Please provide more details on why you agree or disagree with the needs for improvements north of Ellingham?

Six in ten respondents (60%) agreed with the need for improvements on the A1 north of Ellingham, 4% disagreed.

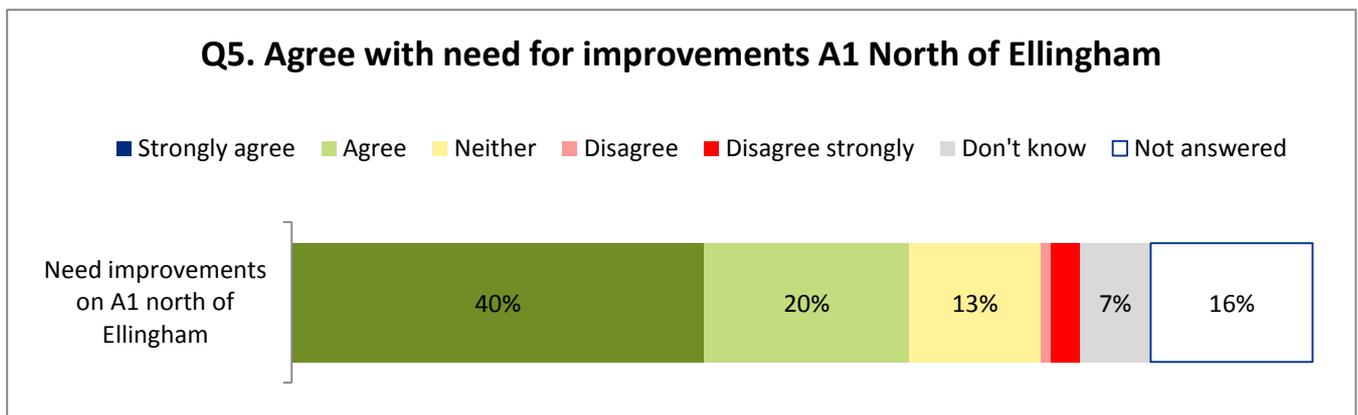


Figure 17: Agreement with need for improvements on the A1 north of Ellingham

Respondents with postcodes in the North of Ellingham and Alnwick to Ellingham parts of the scheme were more likely to agree with the need for improvements to the A1 north of Ellingham (82% and 80% respectively compared to 60% overall).

Need for improvements north of Ellingham	Morpeth to Felton	Alnwick to Ellingham	North of Ellingham	Outside scheme area	Blank	Total
Strongly agree	30%	51%	62%	26%	45%	40%
Agree	18%	29%	20%	23%	21%	20%
All agree	47%	80%	82%	49%	66%	60%
Neither agree nor disagree	17%	2%	3%	23%	13%	13%
Disagree	1%	0%	1%	3%	1%	1%
Strongly disagree	1%	0%	3%	3%	7%	3%
All disagree	2%	0%	4%	6%	9%	4%
Don't know	10%	5%	0%	14%	6%	7%
Not answered	24%	12%	11%	9%	6%	16%
Number of respondents in area	220	41	95	35	82	473

Table 5.14: Agreement with need for proposed improvements north of Ellingham by part of scheme

There were no real differences in opinion between those responding online via Citizenspace and on paper, in both cases three-quarters agreed and less than one in ten disagreed.

There are few real differences in opinions across the different classifications of stakeholders, although s47 Key Stakeholders were more likely to strongly disagree (12%, 2 of the 17 Key Stakeholder strongly disagreed) than other groups of stakeholders.

Need for improvements north of Ellingham	S42(d)	S47	S47 KS	Total
Strongly agree	37%	41%	41%	40%
Agree	22%	20%	12%	20%
All agree	59%	61%	53%	60%
Neither agree nor disagree	7%	14%	6%	13%
Disagree	0%	1%	0%	1%
Strongly disagree	4%	2%	12%	3%
All disagree	4%	3%	12%	4%
Don't know	0%	7%	6%	7%
Not answered	30%	15%	24%	16%
Number of respondents in area	27	429	17	473

Table 5.15: Agreement with need for proposed improvements north of Ellingham by respondent classification

Over half of respondents agreed that the individual improvements in the north of Ellingham area were needed. The level of agreement varies little across the individual proposed improvements north of Ellingham, although the proportion who disagreed was higher for the Fenwick and Middleton overtaking lanes proposals than for the proposed junction improvements.

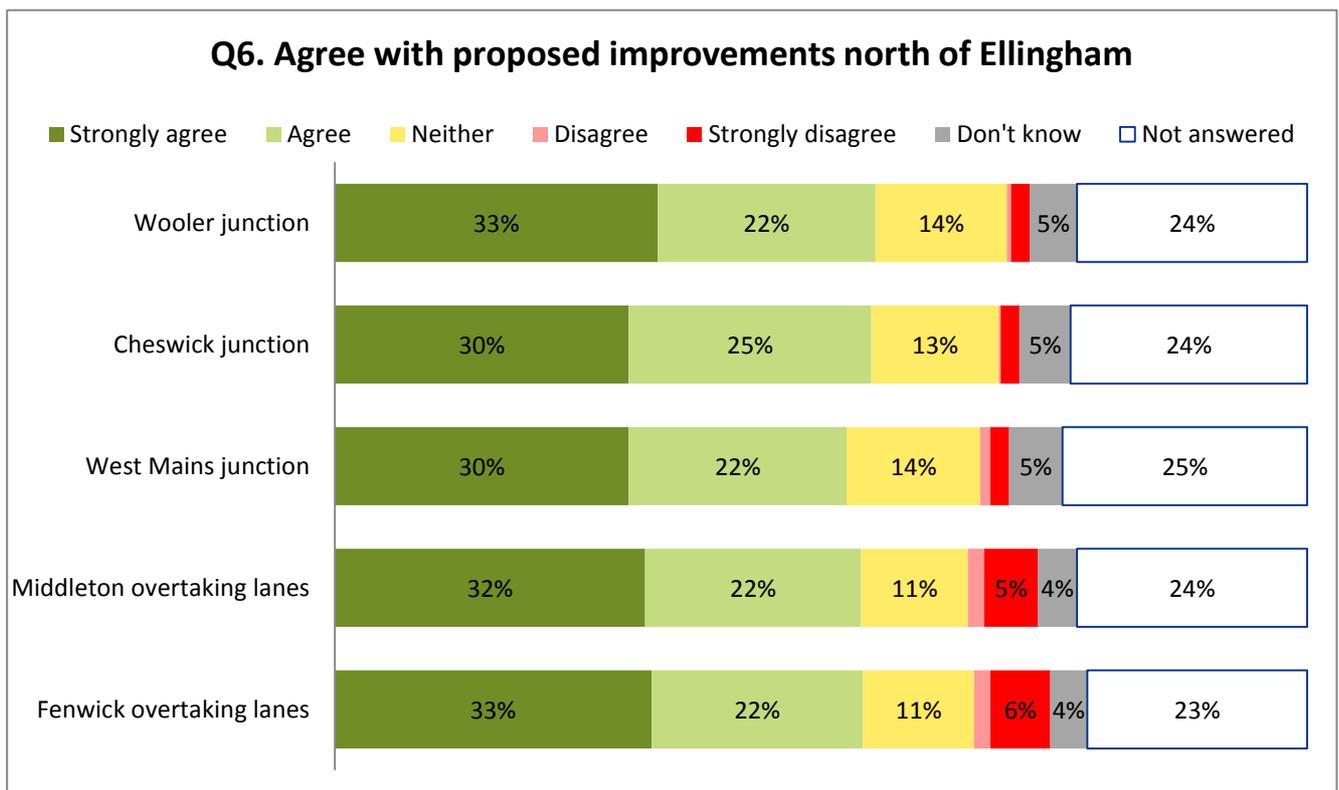


Figure 18: Agreement with need for individual proposed improvements north of Ellingham

Across the three parts of the scheme, levels of agreement for those in North of Ellingham and Alnwick to Ellingham parts were higher than among those in the Morpeth to Felton part of the scheme. However, the proportions who said they strongly agreed with each statement were higher for those in the North of Ellingham part while those in the Alnwick to Ellingham part were more likely to say “agree”.

Proposed improvements north of Ellingham	Morpeth to Felton	Alnwick to Ellingham	North of Ellingham	Outside scheme area	Blank	Total
Wooler – all agreed	40%	85%	82%	37%	61%	56%
Cheswick – all agreed	37%	80%	87%	37%	61%	55%
West Mains - all agreed	36%	78%	83%	37%	55%	53%
Middleton – all agreed	43%	78%	75%	37%	56%	54%
Fenwick – all agreed	42%	78%	75%	37%	59%	54%
Number of respondents in area	220	41	95	35	82	473

Table 5.16: Agreement with need for individual proposed improvements north of Ellingham by part of scheme

Levels of those who agreed were higher for those who responded online via Citizenspace than for those who responded on the paper feedback form.

Proposed improvements north of Ellingham	Online	Paper	Total
Wooler – all agreed	65%	53%	56%
Cheswick – all agreed	62%	53%	55%
West Mains - all agreed	57%	52%	53%
Middleton – all agreed	61%	52%	54%
Fenwick – all agreed	62%	52%	54%
Number of respondents by source	97	376	473

Table 5.17: Agreement with need for proposed individual improvements north of Ellingham by response channel

Question 7 asked respondents to provide more details on why they agreed or disagreed with the need for improvements north of Ellingham. The responses were reviewed and coded to draw together the main themes and issues mentioned. The main themes mentioned were:

- Safety, mentioned by 74 respondents. The main issues within this were:
 - Safety / improve safety/safety is priority (25 mentions)

“All improvements will save lives” s47 respondent, living in Alnwick to Ellingham part of the scheme, paper response form, agreed with need to improve north of Ellingham (respondent 65)
 - Driver frustration leads to dangerous overtaking/accidents (11 mentions)
- Overtaking lanes, mentioned by 47 respondents, the main issues within this theme were:
 - Needs better options for overtaking/current road = dangerous overtaking (14 mentions)

“Currently no safe place to overtake Belford to Berwick. These improvements are a good start but don't go far enough” s47 respondent, living in North of Ellingham part of the scheme, paper response form, agreed with need to improve north of Ellingham (respondent 133)

“Need places to overtake but need improved signage and clear dividing lanes on overtaking stretches, right turn refuges need to be clearly marked as can be dangerous on fast stretches of road.” s47 respondent, living in North of Ellingham part of the scheme, paper response form, agreed with need to improve north of Ellingham (respondent 175)
 - concerns about design and length of overtaking lanes (13 mentions)

“At present overtaking on single carriageway can be dangerous because of side roads. But we have reservations about the relatively short space for each carriageway to overtake and again worry about safety.” s47 respondent, online response, agreed with need to improve north of Ellingham (respondent 375)

“The provision of [overtaking] lanes will restrict even further the opportunity to [overtake] and are too short - this created more 'mad miles' of wacky races like Brownieside and 'elephant racing' of HGV's leading to more frustration.” s47 respondent, living in North of Ellingham part of the scheme, paper response form, agreed with need to improve north of Ellingham (respondent 109)

“Long traffic queues can build up behind HGV's, the proposed overtaking lanes are too short to clear these queues.” s47 respondent, living outside the scheme area, paper response form, agreed with need to improve north of Ellingham (respondent 105)

“Overtaking lanes need to be marked 'NO HGV' as only approximately 800m long and at approximately +2mph not room to overtake which would add to car drivers frustration. Need more overtaking lanes.” s47 respondent, living in Alnwick to Ellingham part of the scheme, paper response form, agreed with need to improve north of Ellingham (respondent 61)

“The road should be dualled 3 lanes are not safe as it encourages drivers to overtake even if the extra lane is for traffic in the opposite direction.” s47 key stakeholder, agreed with need to improve north of Ellingham (respondent 313)

- Traffic, mentioned by 37 respondents. The main issues within this theme were:
 - improve traffic flow/reduce journey times/faster traffic (15 mentions)

“Present traffic flow is unacceptably poor, even out of the holiday season. In the holiday season it is sometimes impossible to move with all of the traffic delays that occur. The maximum should be done to improve the flow of traffic” s47 respondent, living in North of Ellingham part of the scheme, paper response form (respondent 54)

- Mousen Bends, mentioned by 33 respondents, the main issue being why it is not included in the proposals (17 mentions)
- comments about other specific locations, mentioned by 30 respondents, with the need for a better design for West Mains junction the most mentioned (10 mentions)
- Junctions, mentioned by 23 respondents and the need to improve poor junctions (14 mentions).
- General comments about the improvements, mentioned by 69 respondents. the majority of the comments were around the desire to dual the A1 all the way (40 mentions) or simply the statement that the A1 should be dualled (14 mentions)

5.5.4 Meeting the scheme objectives

Two questions were asked about how the proposed options would meet the scheme’s objectives:

- Q8. To what extent do you agree, or disagree, that the proposed improvements to the A1 in Northumberland will ...
 - ... improve the reliability of journey times on the A1 in Northumberland
 - ... improve journey times on the A1 in Northumberland
 - ... improve safety and reduce accidents on the A1 in Northumberland
 - ... reduce congestion due to accidents or roadworks on the A1 in Northumberland
 - ... make overtaking slower vehicles safer
- Q9. Please provide more details on why you agree or disagree with these statements

There was strong agreement that the proposed improvements would meet the scheme’s objectives, indeed around half of respondents strongly agreed with the statements.

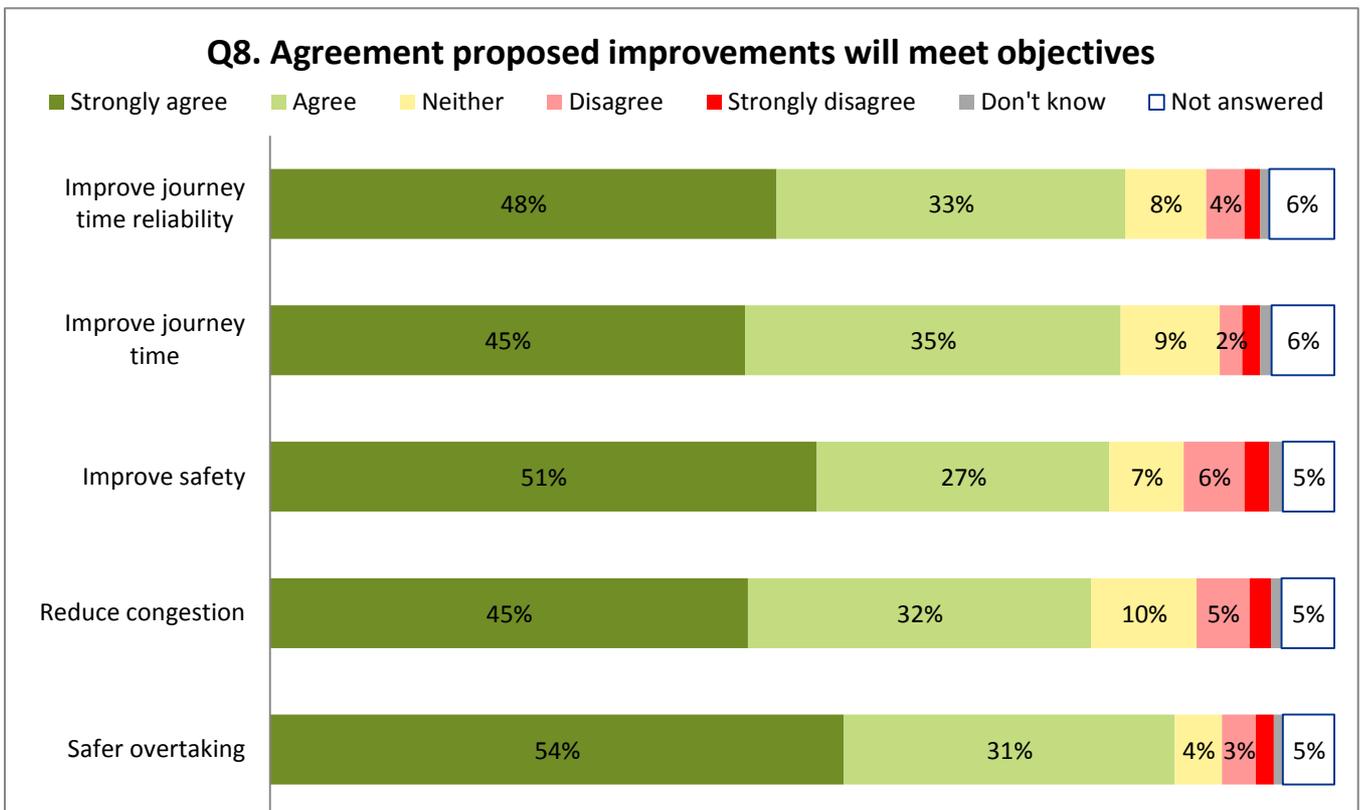


Figure 19: Agreement that proposed improvements will meet scheme objectives

Respondents in the Morpeth to Felton and Alnwick to Ellingham parts of the scheme were more likely to agree than those in the North of Ellingham part of the scheme.

Meeting scheme objectives	Morpeth to Felton	Alnwick to Ellingham	North of Ellingham	Outside scheme area	Blank	Total
Improve journey time reliability – all agreed	84%	90%	68%	74%	82%	80%
Improve journey time – all agreed	84%	90%	67%	74%	82%	80%
Improve safety - all agreed	82%	93%	68%	77%	77%	79%
Reduce congestion – all agreed	83%	85%	61%	71%	79%	77%
Safer overtaking – all agreed	90%	93%	74%	80%	84%	85%
Number of respondents in area	220	41	95	35	82	473

Table 5.18: Agreement that proposed improvements will meet scheme objectives by part of scheme

There were no real differences in opinions between those responding online via Citizenspace and on paper, although those who responded via the Citizenspace were more likely to strongly agree with the statements.

Meeting scheme objectives	Online	Paper	Total
Improve journey time reliability – strongly agreed	55%	46%	48%
Improve journey time – strongly agreed	55%	42%	45%
Improve safety - strongly agreed	60%	49%	51%
Reduce congestion – strongly agreed	58%	42%	45%
Safer overtaking – strongly agreed	63%	52%	54%
Number of respondents by source	97	376	473

Table 5.19: Agreement that proposed improvements will meet scheme objectives by response channel

Question 9 asked respondents to provide more detail on why they agreed or disagreed with the statements about the proposed improvements meeting the scheme objectives, 228 respondents provided comments.

The most frequently mentioned themes were:

- Safety, mentioned by 75 respondents. The key issues raised were:
 - Scheme allows easier travelling/less frustration = safer (16 mentions). Typical comments were:

“Slow moving vehicles cause other motorists much frustration therefore more risk. Hopefully, extra lanes will result in free flowing traffic even when road works / slow traffic are an issue.” s47 respondent, living in Morpeth to Felton part of the scheme, paper response form (respondent 97)

“I travel between Morpeth and Alnwick often and find the travel times change from day to day. It’s very difficult to overtake slow moving traffic and have seen many near miss accidents due to cars taking chances.” s47 respondent, living outside the scheme area, paper response form (respondent 149)
 - Scheme improves safety/reduces accidents (11 mentions)
 - current junctions are dangerous, fewer junctions = safer (10 mentions)
- Traffic issues, mentioned by 66 respondents. The key issues raised were:
 - Improve journey times/reliability (18 mentions)

“Journey times would be much more accurate and reliable.” s47 respondent, living in Morpeth to Felton part of the scheme, paper response form (respondent 289)

“The benefit of being able to get on to the A1 will save time and reduce accidents (summer waiting times to get onto A1 5 to 20 mins).” s47 respondent, living in Morpeth to Felton part of the scheme, paper response form (respondent 245)

- Congestion + risk caused by slow moving vehicles (17 mentions)

“Heavy goods vehicles cause slow traffic and impatient drivers will take risks to overtake” s47 respondent, living in North of Ellingham part of the scheme, paper response form (respondent 56)
- Comments about the scheme generally, mentioned by 56 respondents. The key issues raised were:
 - Dual to border/further north (17 mentions)

“The proposed improvements on the Morpeth to Ellingham section will have a significant positive impact on the above factors, and proposed improvements on the A1 north of Ellingham will also have a positive impact, but must be delivered with the long term aim of full dualling in mind.” s47 KS, (respondent 440)

“The A1 requires to be a complete dual carriageway all the way to Scotland to prevent B roads joining the main A1 at junctions that are a safety concern for many. Much business traffic chose not to use the A1 because it is not a dual carriageway. A full dual carriageway would encourage more business to the area.” s47 KS,
- Overtaking, mentioned by 40 respondents, the key issues were:
 - Present road/slow vehicles encourage risky overtaking/scheme improves this (15 mentions)

“As a driver of a slow moving vehicle I see the risks drivers take” s47 respondent, living in Alnwick to Ellingham part of the scheme, paper response form (respondent 70)
- Specific locations, mentioned by 26 respondents, the key places were:
 - Mousen bends (10 mentions), specifically around the need to improve them
 - Berwick (3 mentions)
 - Fenwick, Eshott, Belford (2 mentions for each)

5.5.5 General user satisfaction and planned improvements

In addition to questions about the proposed improvements, three questions were included to measure general user satisfaction.

- Q17. Please consider all journeys made on the A1 between Morpeth and the Scottish border in the last six months when answering the following questions:
 - How satisfied were you with the journey time of your trips?
 - How satisfied were you with the management of any roadworks on the road?
 - How satisfied were you with information (road signs, traffic information) provided to you whilst travelling?
 - Thinking about the safety of your journeys, how satisfied were you?
 - How satisfied were you with the road surface?
 - How satisfied were you with the amount of litter/debris on the route?
- Q18. Overall how satisfied were you with the A1 between Morpeth and the Scottish Border?
- Q19. To what extent do you agree or disagree the planned improvements to the A1 in Northumberland will improve my level of satisfaction?

These questions were similar to those asked on the general Highways England user satisfaction survey and were included to allow the project team to understand how users of the A1 in Northumberland feel in general.

Satisfaction with the A1 in Northumberland was low, with the highest levels of satisfaction for information provided (36% satisfied) and the road surface (33% satisfied).

Levels of dissatisfaction were higher than levels of satisfaction for most of the statements. The highest levels of dissatisfaction were with journey time (46% dissatisfied) and safety (41% dissatisfied).

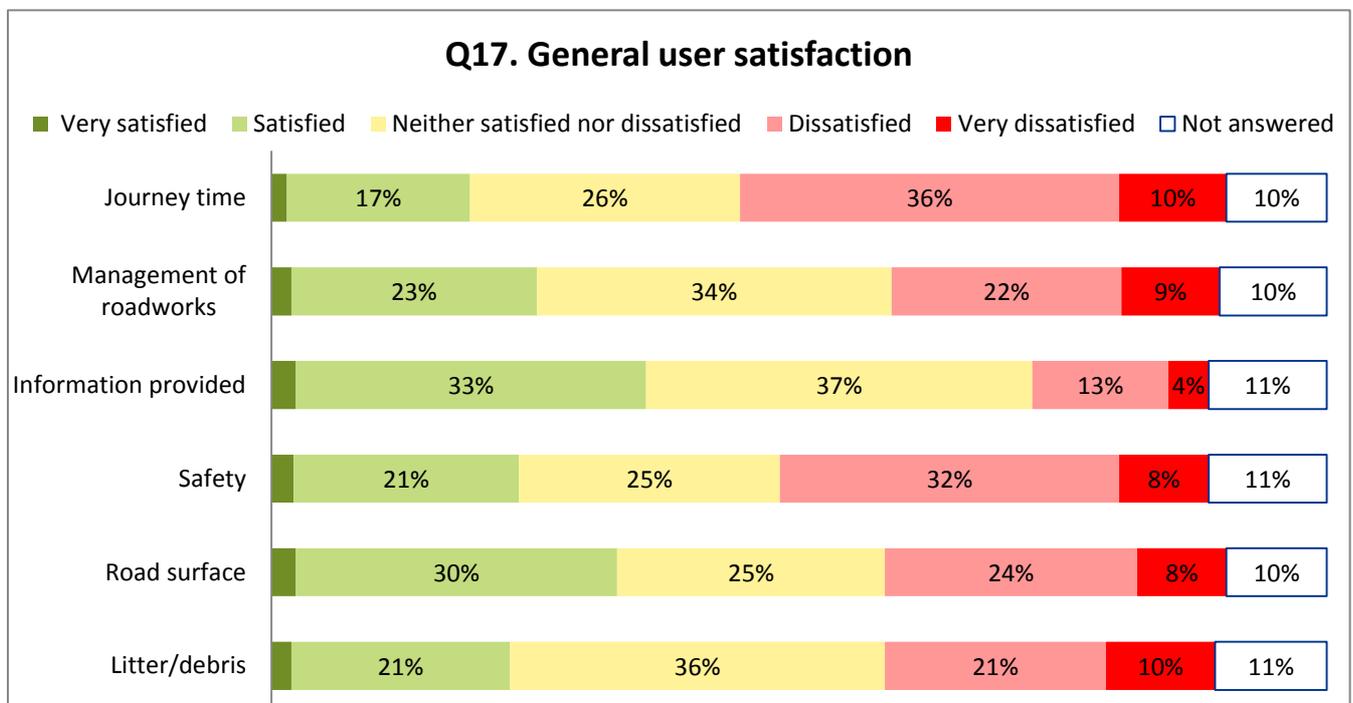


Figure 20: Levels of general user satisfaction

307 respondents gave an answer to the question asking how satisfied they were with the A1 between Morpeth and the Scottish Border. The main themes covered were:

- General issues, mentioned by 104 respondents. This included issues such as:

- Inconsistent journey times (mentioned by 7 respondents), a typical comment about this was *“excessive and unpredictable journey times caused usually by differential speed of HGV and cars.”* s47 respondent, living in North of Ellingham part of the scheme, paper response form (respondent 31)
- Northumberland is neglected (mentioned by 7 respondents)
- 66 respondents stated simply that they were dissatisfied but did not explain further, and 20 that they were satisfied but again did not provide further explanation.
- Traffic related issues (mentioned by 84 respondents), including issues such as:
 - Lots of congestion/traffic/delays (20 mentions, typical comments were *“It is unsuitable for an A1 road, traffic levels have increased tremendously in the last few years and this road can no longer cope.”* s47 respondent, living in Morpeth to Felton part of the scheme, paper response form (respondent 102) and *“I have regularly suffered delays due to various reasons”* s47 respondent, living in Morpeth to Felton part of the scheme, paper response form (respondent 178)
 - Poor traffic management/signage (18 mentions) a typical comments was *“inadequate diversion signs, even locals couldn't follow”* s47 Key Stakeholder, (respondent 355)
 - Too many HGV/slow moving vehicles = congestion (15 mentions) typical comments included *“Overall it is reasonably OK but slow moving traffic (e.g. farm vehicles) are a problem.”* s47 respondent, online response form (respondent 412), and *“Long stretches of convoys due to slow drivers make it frustrating”* s47 respondent, living in Morpeth to Felton part of the scheme, paper response form (respondent 186)
 - Regular roadworks for unimportant improvements (15 mentions) a typical comment was *“Sometimes cones are in place + no evidence of anything happening for several days.”* s47 respondent, living in Alnwick to Ellingham part of the scheme, paper response form (respondent 247)
- Safety related issues (mentioned by 55 respondents), including issues such as:
 - Poor/dangerous road (17 mentions), with typical comments of *“very dangerous stretches of road”* s47 respondent, living in Morpeth to Felton part of the scheme, paper response form (respondent 130) and *“One of the poorer roads in the country.”* s47 respondent, living in Morpeth to Felton part of the scheme, paper response form (respondent 25)
 - Dangerous manoeuvres (14 mentions) *“it is a very dangerous road due to aggressive, impatient and stupid driving”* s47 respondent, living in North of Ellingham part of the scheme, paper response form (respondent 159)
- Scheme related issues (mentioned by 50 respondents), including issues such as:
 - the A1 should be dualled further/to Scotland (19 mentions) typical comments included *“It needs to be dual carriageway all the way to Scotland”* respondent line 5 and *“Dissatisfied as this major route into Scotland is well overdue for upgrading to dual carriage way standard.”* s47 respondent, living in Alnwick to Ellingham part of the scheme, paper response form (respondent 65)
 - Lack of overtaking areas (15 mentions), a typical comments was *“One vehicle can hold you up for many miles, as opportunities to overtake are often eliminated by approaching traffic.”* s47 respondent, living in Morpeth to Felton part of the scheme, online response form (respondent 450)
- Local issues (mentioned by 46 respondents) and including:
 - Potholes/poor road surface (23 mentions), typical comments were *“Needs surface repairs.”* s47 respondent, living in North of Ellingham part of the scheme, paper response form (respondent 230), *“Resurfacing of the roads in recent years must have been*

- done on the cheap, because pot holes have reappeared within days.*” s47 respondent, living in North of Ellingham part of the scheme, paper response form (respondent 169) and *“Could do with more repairs - pot holes.”* s42(d) respondent, living in North of Ellingham part of the scheme, paper response form (respondent 86)
- Litter/no bins (15 mentions), typically comments were *“Litter is a constant source of irritation it looks bad to potential visitors and tourists.”* s47 respondent, living outside scheme area, paper response form (respondent 93)
 - Location specific issues (mentioned by 37 respondents), specifically related to:
 - Mousen Bends (13 mentions), a typical comments were *“The dangerous bends at Mousen must be tackled soon.”* s47 respondent, living in North of Ellingham part of the scheme, paper response form (Respondent 159) and *“Excluding improvements to the Mousen Bends in the current brief is astonishing particularly as a line for an improvement was agreed a few years ago.”* s47 respondent, living in North of Ellingham part of the scheme, paper response form (respondent 325)
 - Morpeth roadworks (7 mentions), a typical comment was *“works at Morpeth / Pegswood bypass have at times resulted in major delays on A1 between Morpeth + Garsdon.”* s47 respondent, living in Morpeth to Felton part of the scheme, paper response form (respondent 121)
 - Alnwick (4 mentions)
 - Other topics (58 mentions)

Respondents to the consultation were generally positive that the planned improvements would increase their satisfaction with the A1 in Northumberland – 75% agreed and 9% disagreed.

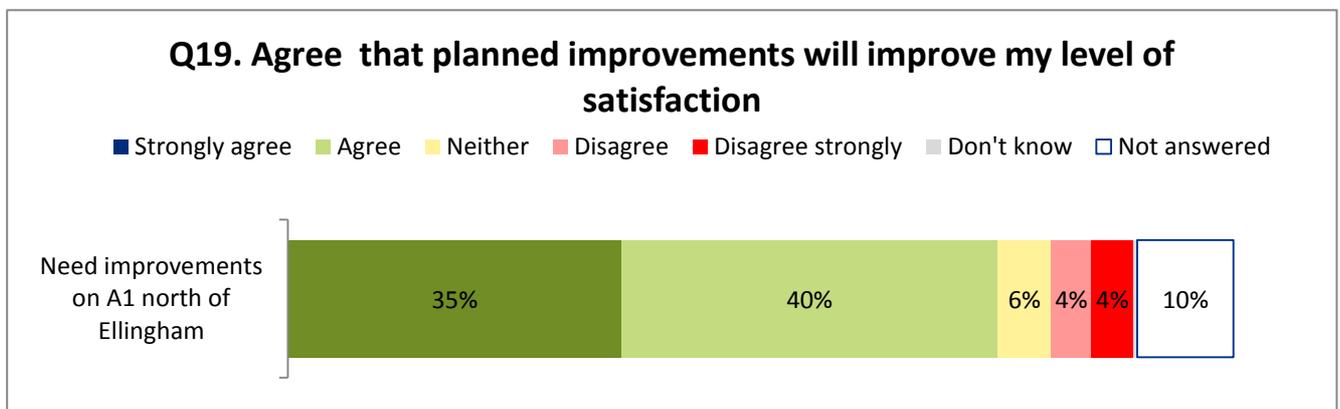


Figure 21: Agreement that planned improvements will improve level of satisfaction

Levels of agreement were consistent across the areas; those who responded via Citizenspace were more likely to agree (81% compared to 73% for those who used the paper feedback form).

5.6 Summary of findings

In total, 473 responses were received on the consultation feedback form. Responses were received from across the A1 in Northumberland improvement scheme area and beyond. The most responses were received from the Morpeth to Felton part of the scheme (220 responses), with fewer in the north of Ellingham (95 responses and Alnwick to Ellingham (41 responses) parts of the scheme.

Responses were received from a broad range of residents, based on analysis of the demographic questions on the consultation feedback form. Most respondents were frequent users of the A1 in Northumberland, 87% said they used the A1 at least once a week. Nearly all respondents (92%) were car drivers and live in the local area (82%). They were most to have heard about the public consultation through the leaflets (38%) or newspaper (22%).

The Green option was the most preferred option for Morpeth to Felton (41% said it was their preferred option), 29% said they preferred the Blue option and 12% that they preferred the Orange option. The Green option was seen as having less impact/disruption during construction (75 mentions) and leaving the old A1 as a local road (38 mentions). The Blue option was preferred because it has the least impact on wildlife/environment/land take (54 mentions). The Orange option was preferred because it does not take/takes less agricultural land (18 mentions).

Nearly half of respondents (49%) agreed with the proposed option between Alnwick and Ellingham, five percent disagreed and the rest said they neither agreed nor disagreed (18%), did not know (11%) or did not answer the question (18%). The proposed option was seen as improving safety/reducing accidents (18 mentions) and improving traffic management/flow (14 mentions).

Six in ten respondents (60%) agreed with the need for improvements to the north of Ellingham, 4% disagreed, 13% said they neither agreed nor disagreed, 7% did not know and 16% did not answer. Over half of respondents agreed with the individual proposed improvements north of Ellingham were needed.

- 56% agreed with the need for improvements at Wooler road junction
- 55% agreed with the need for improvements at Cheswick junction
- 53% agreed with the need for improvements at West Mains junction
- 54% agreed with the need for overtaking lanes at Middleton
- 54% agreed with the need for overtaking lanes at Fenwick.

There was strong agreement that the proposed improvements would meet the scheme's objectives, around half of respondents said they strongly agreed with each statement.

6. Responses by letter and email

In addition to responses on the consultation feedback form, responses were accepted in any format. A further 111 responses were received by letter (19 responses received) or email (88 responses). Four respondents returned the consultation feedback form with additional materials which meant the responses needed to be considered outside the formal consultation response analysis.

6.1 Profile of responses received

The majority of responses were from the general public and businesses (60 responses), with 38 responses from potentially affected landowners, eight from key stakeholders and five from prescribed stakeholders (4 responses) and the local authority (1 response). The table below shows the organisations who responded by email or letter, for confidentiality purposes we have not listed the landowners and general public who responded.

Respondent types	Other format responses
S42(a) – prescribed stakeholders	4
S42(b) – local authorities	1
S42(d) – landowners	38
S47 – general public	60
S47 KS – key stakeholders	8
Number by source	111

Table 6.1: List of responses from stakeholders by respondent classification

6.2 Processing of responses

All responses were reviewed and the contents coded to draw together the themes and issues raised in the responses. This section looks at these themes and issues rather than at individual responses. Individual responses have been sent by Highways England to those who commented in a letter or email.

6.3 Issues raised in responses

The main themes raised in the letters and emails were:

- Comments about the route, mentioned in 59 of the 111 responses. The main issues within this theme were:
 - A stated preference for the Green option between Morpeth and Felton (19 responses: 5 landowners, 12 general public and 2 key stakeholders)
 - Requesting access road/access concerns including requests for underpass/bridge (20 responses: 7 landowners, 13 general public)
 - A stated preference for the blue option between Morpeth and Felton (7 responses: 3 landowners, 4 general public)
- Comments about specific locations, mentioned in 29 responses. The main locations mentioned were:
 - Mousen Bends and the need to improve this area (7 responses: 1 landowner, 6 general public)
 - Rock South Farm (8 responses, all from the general public or land agents representing members of the general public)
 - Eshott (3 responses, all from the general public)
 - Fenwick (2 responses, one from a landowner, one from the general public)
 - Morpeth to Felton (2 responses, both from the general public)
- Comments about the consultation documents, mentioned in 6 responses. Responses that mentioned this were from a key stakeholder, two landowners, and three from the general public. These were requests for more details or specific documents and were responded to individually.
- Other specific issues raised were:
 - requests for private meetings (7 mentions)
 - responses to discussions in landowner meetings (3 mentions)
 - requests for signage (3 mentions)
 - comments about potential mitigation (3 mentions)
 - comments about noise/ vibration increases (4 mentions)

6.4 Summary of results

In total, 111 responses were received via email, letter or as feedback forms with supplementary information.

The most mentioned issues in these responses were concerns about access and access roads (mentioned in 20 responses).

Although not a specific question, the most preferred option Morpeth to Felton is the Green option (19 respondents stated this was their preferred option). Seven respondents stated they preferred the Blue option for Morpeth to Felton.

7. Petitions received

Petitions are consultation responses from multiple respondents where a single issue or response is agreed upon. Three petitions were received during the consultation, they are detailed below.

7.1 Causey Park users

Petition submitted by email on 13 December 2016.

Number of signatories - 64

Details of proposition:

Please find attached the names, postcodes and street numbers of 64 people whose lives will be affected to some degree, from ramblers to employees, if the green route is chosen. All of these people have some connection to Causey Park and would find it to be a sad loss if a dual carriageway is built through the middle of such a fine estate.

The Blue route would be the preferred choice by everyone on the enclosed list.

Highways England response to petition:

Response sent on 3 January 2017 acknowledging receipt of the petition, the preference for the Blue route and the reasons for this preference and explaining how the petition will be used in the decision about the preferred route.

7.2 Felton and Thirston Women’s Institute

Petition submitted by mail with the completed consultation feedback form on 12 December 2016.

Number of signatories - 18

Details of proposition:

We are the walking group of Felton and Thirston Women’s Institute. In recent years we have walked, in stages, the Northumberland Coastal Path, St. Oswald’s Way, the Hadrian’s Wall Trail and many of our local paths. We have a programme of walks on two Tuesdays every month, one of which uses footpaths in our local area.

With regard to your proposals for improving the A1 in Northumberland, as recently exhibited at Felton Village Hall, we are very keen to ensure that the local Public Rights of Way which cross the Trunk Road are not lost or made less accessible. Where possible at reasonable cost they should be improved and made safer. The following matters concern us:

1. The Public Footpath on the north bank of the River Coquet (which is the route of St. Oswald’s Way) passes under the A1 Coquet Viaduct by means of steps at the east and west sides of the bridge. The existing path will need to be extended eastwards under the proposed new viaduct and another set of steps will be required at its eastern side.
2. The Public Footpath on the south bank of the River Coquet, which goes from West Thirston to Shothaugh, West Howdens and Elyhaugh “ford” (this is not a ford for walkers!), crosses the existing A1 single carriageway at road level with steps down the cutting slope on each side of the road. When the A1 is dualled, a crossing at road level will be neither safe or practical – traffic speeds will be even higher than they are now. A means of passing underneath both of the viaducts could be provided for walkers but this would probably involve a construction of steps down and back up the upper half of the steep riverside bank. A footbridge over the A1, where it is in the cutting just to the south of the River Coquet, would be a more convenient and safer means of linking the Public Footpaths east and west of the A1.
3. The existing footway on the west side of the A1 Coquet Viaduct is a very useful pedestrian link across the river from the north bank paths to those on the south side. However, there is no separation between the carriageway and the footway (other than a kerb), the proximity of high-speed traffic is very intimidating and the path is not really wide enough to provide any feeling of confidence in its use. The proposed new viaduct for the southbound carriageway should be provided with a footway along its eastern edge to give a link between the Public Footpaths on the north and south banks of the river. The proposed footway should be wider than the existing west viaduct footway and it should be separated from the carriageway in a safe and appropriate manner. The connections from the proposed A1 footway to the Public Footpaths should be safe and easy to use (the existing connections on the west footway are inconvenient and incomplete).

We hope that you will bear our concerns in mind as you progress the detailed design of the project. We look forward to hearing that you will provide safe and convenient links across the improved A1 at all points where Public Rights of Way are affected. For your information we enclose a leaflet about St. Oswald’s Way (Warkworth to Rothbury section) and a set of five leaflets on “Walks around Felton and Thirston”.

Yours faithfully

Felton and Thirston Women’s Institute

Highways England response to petition:

Response sent on 13 January 2017 acknowledging receipt of the petition, noting the concerns and suggestions regarding the public rights of way used by the group and explaining how the petition will be used in the decision about the preferred route.

7.3 Burgham Park residents

Petition submitted by letter on 20 December 2016.

Number of signatories - 18

Details of proposition:

We are in receipt of an email from *Highways England*¹⁰ in response to an enquiry for traffic data at the proposed Tritlington, Burgham Park and Felton interchanges (see attached). This request was made in order to better understand the logic behind your proposals for a full interchange at Tritlington and Felton and only in one of your alternatives, a partial interchange at Burgham.

As local residents this is somewhat puzzling, as our perception is that traffic movements at Tritlington are trivial compared to the current and expected traffic at Burgham. Approval has already been given for about 80 new residences at Burgham Park and the Golf Club attracts significant traffic volumes. In addition, there is already considerable traffic flow from Longhorsley to the A1 via Burgham, an annual Scout Camp and two international horse events per annum attracting a significant volume of HGVs.

Important, and in our case vital, decisions of this nature should be made from a properly informed position and the response received from yourselves raises serious concerns. The traffic modelling described seems extremely coarse and unlikely to have generated sufficient data to enable these important decisions.

While we understand that only a limited number of interchanges can be built, we find none of your proposals acceptable and object to the serious inconvenience your proposals will create. We insist that a detailed discussion is held at a meeting of local residents to facilitate better understanding and or decision making. The necessary data of traffic turning movements must be provided.

We look forward to a positive response and an early meeting to progress this matter.

Kind regards.

Highways England response to petition:

Response sent on 1 February 2017 acknowledging receipt of the petition, noting the concerns and suggestions regarding the level of traffic and perceived need for a full junction at Burgham Park and explaining how the petition will be used in the decision about the preferred route.

7.4 Summary of petitions

Three petitions were received:

- Causey Park users – 64 signatures, stating their preference for the Blue option Morpeth to Felton and opposition to the Green option
- Felton and Thirston Women's Institute – 18 signatures, stating their concerns about maintaining/improving the connectivity of public rights of way at the River Coquet crossing
- Burgham Park residents – 18 signatures – requesting that Highways England consider a full junction at Burgham Park

¹⁰ Name changed for the purposes of anonymity

8. Alternative suggestions received as part of the feedback

Following the consultation, members of the public presented alternative suggestions for the proposed dualling sections, junction improvements and overtaking lanes. These alternative suggestions, together with Highways England's responses and initial assessments are shown below.

8.1 Improvements to Mousen Bends

Many comments were made asking why improvements to Mousen Bends were not included in the proposed options for improving the A1 in Northumberland. Throughout this report there are examples of the types of comments received on this topic.

Highways England is aware of local concerns about the safety of the route at Mousen Bends. The public awareness events held in the local area in May 2016 were very useful in gathering local opinion about the issues and concerns people have when using the A1, including at Mousen Bends. Improvements to Mousen Bends are not currently in scope of the A1 in Northumberland Programme, however we are considering how this feedback can inform future improvements to the A1 and the investment strategy for the next roads period beginning 2020.

Unfortunately to address the issues at Mousen Bends would require a large scale improvement to address the shortfalls in both the horizontal and vertical alignment which affect driver visibility. The current layout of the road isn't suitable for junction modifications alone or the addition of overtaking lanes on their own.

We continually review accident data to inform future investment decisions and we are currently considering how the feedback received to date and the analysis we have undertaken can inform future strategy. The comments received in this consultation will be used in this ongoing assessment of strategic road improvements which are needed.

8.2 Maintaining and/or improving connectivity of the public rights of way at the River Coquet crossing and locations north of Ellingham

Comments were received from the Joint Local Access Forum and other organisations about maintaining, or ideally improving, connectivity for public rights of way across the A1.

8.3 Alternative Green route

One landowner suggested an alternative for the Green option which was perceived to be a better route through the countryside at Causey Park. This alternative route was investigated and assessed using our agreed protocols.

The analysis concluded that this alternative when designed to the appropriate standards was considerably more expensive than any of the other options.

8.4 Dualling the A1 to the Scottish border

Full dualling of the A1 to provide a continuous dual carriageway standard from London to the Scottish border was considered as part of the A1 North of Newcastle Feasibility Study in 2014. This suggestion would involve 36 miles of new dual carriageway, including the proposed 13 miles between Morpeth and Ellingham and a further 23 mile section to Berwick

The 2014 study concluded that while full dualling could deliver the highest level of benefits of all the options, it would also be considerably more expensive than any other option and therefore represents low value for money. This is due to the fact that the forecast traffic flows for the section of the A1 north of Ellingham do not justify dualling. The dual carriageway upgrade proposed in the current A1 in Northumberland project will provide a consistent dual carriageway as far as Ellingham; this section of the route is the most heavily trafficked.

9. Responses to specific issues raised

A number of specific issues were raised in the consultation responses which deserve a response in this report. The issues are drawn from our analysis of the common themes among comments across all the questions on the consultation feedback form.

9.1 Maintaining existing access and movements

Responses were received from landowners, tenants and occupiers at locations along the proposed dualling routes and overtaking lanes sections. The main affected locations are Burgham Park, Eshott, Rock South Farm, Charlton Mires and Fenwick.

Highways England response

Highways England is very grateful for this local information and the detailed suggestions provided. We are currently in the process of reviewing these individual locations and the comments relating to them to assess whether the suggestions can be implemented. We will respond to the individuals and organisations affected at the specific locations on an individual basis.

9.2 Improving the interchanges on the existing dual carriageway sections at Felton to Alnwick and Brownieside to Ellingham

Several comments on the consultation feedback forms mentioned the need to improve the junctions on the existing dual carriageway sections of the A1. These existing junctions are seen as dangerous as vehicles cross the A1 at road level.

Highways England response

Improvements to the existing dual carriageway sections of the route are not within the scope of the A1 in Northumberland scheme. Whilst the major project between Morpeth and Ellingham is primarily aimed at up-grading the route to dual carriageway standard throughout, Highways England is also highly aware of the concerns that some drivers and residents have relating to the standard of the current dual carriageway lengths, and in particular the safe operation of the existing at-grade junctions.

Whilst initial assessments have indicated that the construction of new junctions is unlikely to be justified at these locations at the present time, investigations are being undertaken by maintenance/operations colleagues at the highest priority dual carriageway sites along this route, with a view to identifying suitable measures to reduce future collision risk.

9.3 Ongoing maintenance issues on the existing A1

A number of visitors to the public exhibitions told us about particular concerns with ongoing maintenance.

Highways England response

The details of these issues have been passed to Highways England's Operations Division for further investigation.

9.4 Ensuring full public right of way on accommodation bridges across the A1

A number of stakeholder groups representing walkers, cyclists and horse riders requested that where new accommodation bridges are provided across the A1 that, where appropriate, full access for non-vehicular users should be granted. It was commented that in some previous improvements in Northumberland, the granting of

such access was promised, it was delegated to other parties and seemed to have been forgotten once the private access was open.

Highways England response

Highways England has confirmed that it intends to put such public non-vehicular access rights in place on all new crossings of the A1 in Northumberland.

Appendix A – Consultation brochures and questionnaire

Copies of the consultation brochures for North of Ellingham and Morpeth to Ellingham and the questionnaire can be found on the scheme website:

<https://highwaysengland.citizenspace.com/he/a1-in-northumberland/>

Appendix B – Consultation public exhibition boards

Copies of the consultation public exhibition boards can be found on the scheme website: <https://highwaysengland.citizenspace.com/he/a1-in-northumberland/>