

# A1

## Improving the A1 in Northumberland Public consultation

November – December 2016

### Morpeth to Ellingham



# Improving the A1 in Northumberland

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

## **The A1 in Northumberland programme of improvements includes:**

### **A1 Morpeth to Ellingham**

- 13 miles of upgrade to dual the carriageway linking the Morpeth and Alnwick bypasses with the dual carriageway near Ellingham, to create a continuous, high quality dual carriageway from Newcastle to Ellingham

These improvements are covered in this booklet.

### **A1 north of Ellingham improvements**

- A set of measures to enhance the performance and safety of the A1 north of Ellingham

These improvements are covered in a separate *North of Ellingham* booklet.

We have been developing the plans for improving the A1 in Northumberland. This includes considering the environmental challenges and identifying the most viable options to improve this nationally important road corridor for all our customers.

We have developed a number of options for improving the A1 between Morpeth and Ellingham and we would like to know your views.

## **Your input means a lot to us**

We're launching the public consultation on the shortlisted options. We need to hear your views on the proposed options, as well as views from local communities, local government and businesses. The consultation will help us refine options and select the best performing option to take forward to the next stage of design.

This is your opportunity to tell us what you think of the proposals, what works, what concerns you may have, and give us any local or specialist knowledge that may help us to improve the options.

The consultation will run for 6 weeks, commencing **14 November 2016** and closing **23 December 2016**

Please note that the **A1 in Northumberland** was formerly known as the **A1 North of Newcastle** in the Road Investment Strategy.

# How to respond

Please respond using one of the following channels, which have been set up for the specific purpose of this consultation:

- Online: by following the links on:  
[www.highways.gov.uk/A1inNorthumberland](http://www.highways.gov.uk/A1inNorthumberland)
- Email: you can email your response to:  
[A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)
- Post: you can post your response and additional material using the freepost envelope provided
- A hard copy questionnaire can be found with this document, or you can download it at:  
[www.highways.gov.uk/A1inNorthumberland](http://www.highways.gov.uk/A1inNorthumberland)

If a response is sent to any address other than the ones set out above, we cannot accept responsibility for ensuring that it will be considered as part of the consultation process.

All responses should be returned by **23 December 2016**.

# Public exhibitions

We're holding public exhibitions to provide information and allow you to ask questions of the project team:

## 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

**We look forward to seeing  
you at one of the exhibitions**

# Part 1: This consultation

## What are we consulting about?

We need to understand the views of all our customers and local A1 communities.

### We are asking you:

- Which is your preferred option for upgrading the A1 to dual carriageway between Morpeth and Felton
- For your views on the proposed option for upgrading the A1 to dual carriageway between Alnwick and Ellingham

The options presented in this booklet have been developed following the public awareness exhibitions in May 2016. Over 500 people attended the events we held and we received written comments from 227 individuals and stakeholders. The most frequent comments are shown below:

You said	What have we done?
<b>Safety concerns at Mousen Bends and elsewhere on the network</b>	An improvement at Mousen Bends is not within the scope of the improvements announced by government in the Road Investment Strategy. However we are considering how your feedback of safety concerns on this and other locations may inform future roads investment.
<b>Start construction of the improvements sooner</b>	It takes time to go through option development and the planning application process and this informs how quickly we can start construction. However, we are continually reviewing the programme and will keep you informed through our website.
<b>What cyclist/pedestrian facilities will be provided?</b>	We have recently conducted surveys to gather pedestrian, cyclist and horse usage data. We will review this data to identify locations for improvements.
<b>Safety at Belford junction</b>	We have listened to the concerns raised by local people about crossing the A1 near Belford and reduced the length of the overtaking lane to reduce the risk of crossing at this location.
<b>Volume of traffic on the A697</b>	Our analysis suggests that the improvements to the A1 will make it a more attractive north-south route for road users and should attract traffic from the A697 and other local roads.
<b>Dual the whole A1</b>	The proposed dual carriageway upgrade will provide a consistent dual carriageway as far as Ellingham. This section of the route is the most heavily trafficked. Full dualling was considered in 2014 but the assessment showed it offered low value for money.

# Part 2: A1 in Northumberland – today and in the future

## Scheme history

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 improve the A1 in Northumberland.

## Why are we doing this?

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 along the route.

## Regional benefits

We're designing this improvement scheme to deliver benefits for road users and local communities, and to support the region's economy. This package of improvements is expected to:

- Improve safety by improving the standard of the road; and reduce delays associated with planned and unplanned incidents
- Improve journey times
- Improve journey time reliability and resilience of the network
- Increase capacity on the A1 which will allow traffic to travel at a more desirable speed
- Allow traffic to overtake slow moving vehicles

The combined programme of improvements will provide additional capacity on the A1 and improve overall journey times on this route of strategic national importance. This will enable greater access to Northumberland, and surrounding economic centres, and tourist destinations therefore supporting economic growth and the development aspirations of the region.

# Progress so far

## Design

We have developed initial designs for dualling options, and for planned improvements north of Ellingham. These designs were reviewed following the public awareness exhibitions in May to incorporate appropriate changes from the comments received.

## Traffic

We gathered traffic data in 2015 to identify the number and types of vehicles using the route at different times of the day. This data has been incorporated into our traffic assessment model, and helps us understand what impact the options would have on the volume and movement of traffic in the future. The assessment also helps us to predict journey time savings and safety benefits.

## Ground conditions

Ground conditions can have a big influence on construction costs. Therefore, we've carried out a study to identify any known ground issues in the local area. Surveys will be required in the future to check the ground conditions, and the results will be used to inform further development of the planned improvements.

## Communicating with local government

We have been working with Northumberland County Council to develop the plans for improving the A1, in order to try and align our proposals with the development aspirations of the region.

## Environment

Our ecologists have surveyed the land within 500 metres of each option to classify and map the different habitat types. This is the essential first step in identifying the potential effects of the options on biodiversity. We have also been carrying out surveys for a wide range of protected wildlife species, including breeding birds, bats, otters and water voles, red squirrels and badgers. These and other surveys will continue into 2017. The results of the surveys tell us about the abundance and distribution of the relevant species in the study area, which enables us to identify the effects of the options.

More information on the effects of the options on the environment is available in the *Environmental Assessment Report*.

## Part 3: Morpeth to Felton route options

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

A number of options were developed for this section, a full summary of these can be found in the *Assessment Summary Report*, which has been published as part of this consultation as a supporting document and can be found online at: [www.highways.gov.uk/A1inNorthumberland](http://www.highways.gov.uk/A1inNorthumberland)

### Orange Option

This option involves widening the existing A1. Key elements of this proposed option are listed in the table below:

Key elements	Details
Four new junctions	At Highlaws, north of Strafford House and east of Heighly Gate Garden Centre, providing access to Hebron.
	Between Fenrother and Tritlington to provide access to these villages and maintain the east-west traffic link.
	At Earsdon junction, providing access to Chevington Moor and Causey Park.
	At Westmoor, just south of the River Coquet and Felton, providing access for Felton and Westmoor and to maintain east-west traffic links.
Changes to current accesses	Because the new road will be a dual carriageway access will be via the new junctions. The following accesses will be changed to left-in/left-out arrangements: Low Espley, Felmoor (to Felmoor Caravan Park), Burgham Park and Bockenfield Holiday Park. All other accesses onto the current A1 will be closed, and drivers will instead use the new junctions.
Changes to current local roads	Some minor roads will be closed where they currently access the A1, and diverted to join the new dual carriageway at the new junctions.
Non-motorised user access (e.g horse riders, pedestrians and cyclists)	A pedestrian footbridge is being considered at Causey Park to maintain the existing public right of way. The underpass at Parkwood would be extended under the widened A1.



### Westmoor junction

- Providing access to local roads and the A1



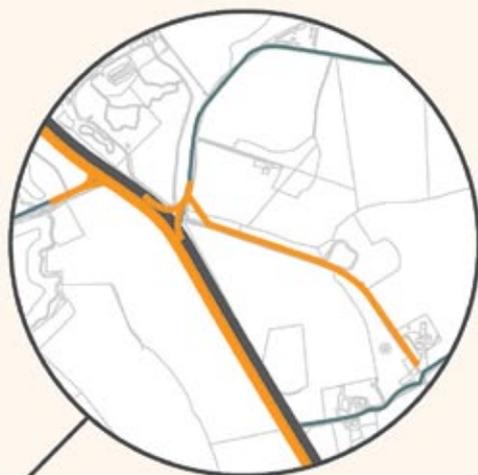
### Earsdon junction

- Providing access to local roads and the A1



### Highlaws junction

- Providing access to local roads and the A1

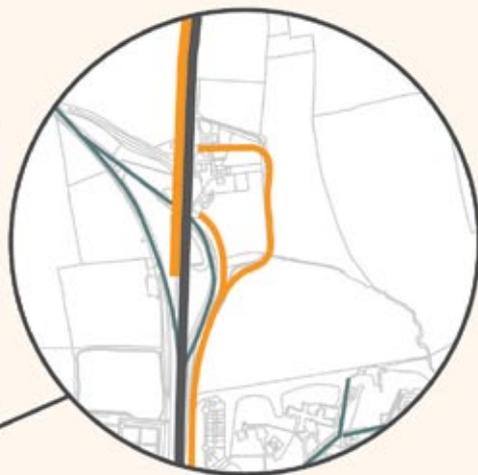


### Left in/left out junctions for Felmoor Park, Helm and Burgham



### Fenrother junction

- Providing access to local roads and the A1

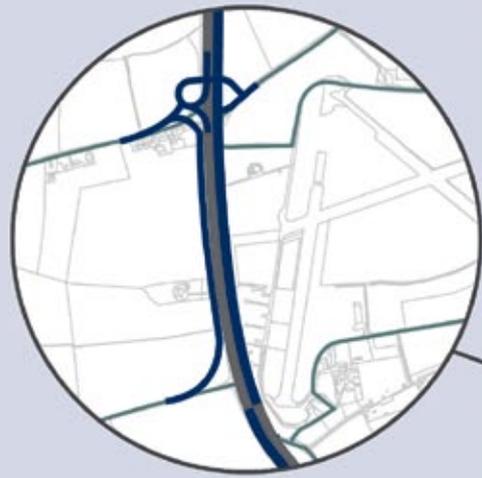


### Access tracks for Warreners House

## 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. Key elements of this proposed option are listed in the table below:

Key elements	Details
<b>Four new junctions</b>	At Highlaws, north of Strafford House and east of Heighly Gate Garden Centre, providing access to Hebron.
	Between Fenrother and Tritlington to provide access to these villages and maintain the east-west traffic link.
	At Earsdon junction a bridge will be provided to maintain access to Causey Park and Chevington Moor.
	At Westmoor, just south of the River Coquet and Felton, providing access for Felton and Westmoor and to maintain east-west traffic links.
<b>Changes to current accesses</b>	Because the new road will be a dual carriageway access will be via the new junctions. The following junctions will be changed to left-in/left-out arrangements: Low Espley, Felmoor (to Felmoor Caravan Park) and Bockenfield Holiday Park. All other accesses onto the current A1 will be closed, and drivers will instead use the new junctions.
<b>Changes to current local roads</b>	Some minor roads will be closed where they currently access the A1, and diverted to join the new dual carriageway at the new junctions.
<b>Non-motorised user access (eg horse riders, pedestrians and cyclists)</b>	The underpass at Parkwood would be extended under the widened A1.



### Westmoor junction

- Providing access to local roads and the A1
- Southbound diverge from the A1 to Bockenfield



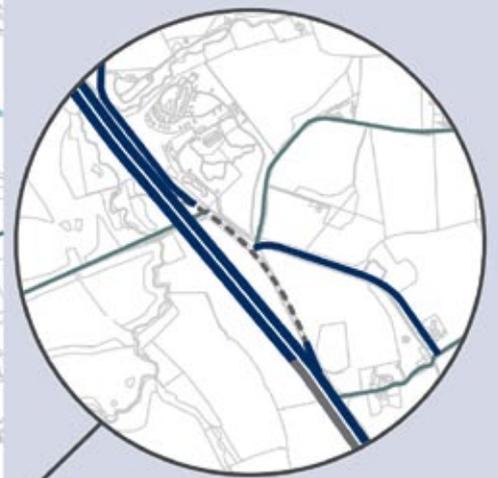
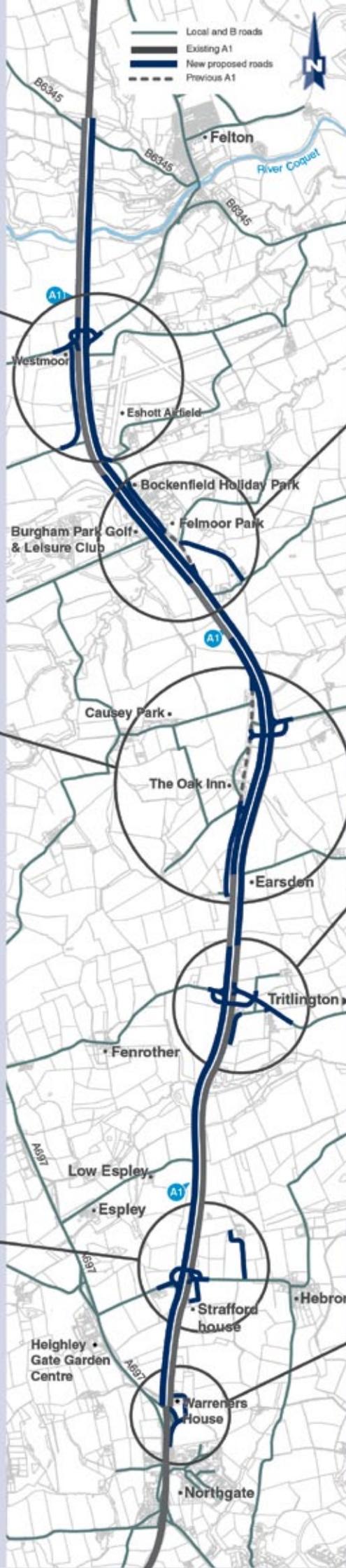
### Earsdon junction

- Providing access to local roads and the A1



### Highlaws junction

- Providing access to local roads and the A1



- Access roads for Felmoor Park and Helm
- Southbound access provided to the A1



### Fenrother junction

- Providing access to local roads and the A1

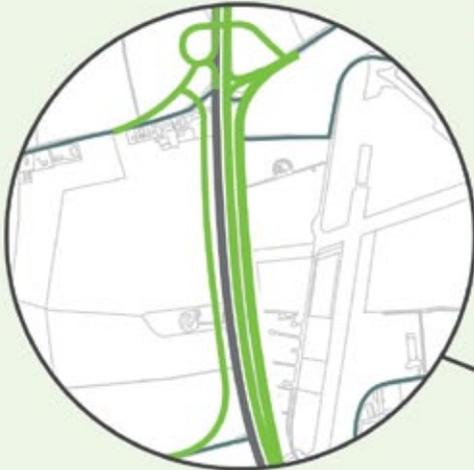


### Access tracks for Warreners House

## Green Option

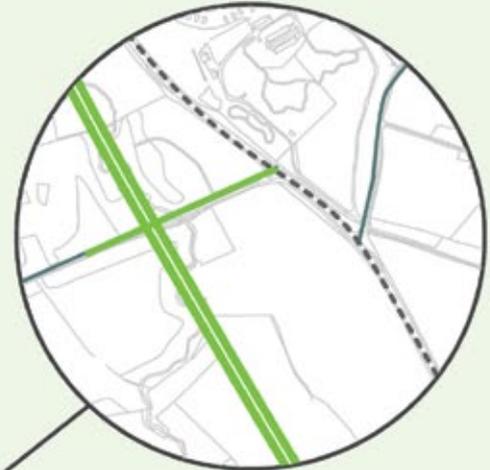
This option proposes a significant deviation from the existing A1 in the middle of this section. As with the Orange Option, the A1 would be widened on the existing road up to Priests Bridge. From here, the new A1 would move west of the current road and of Tindale Hill and Causey Park Bridge. Just north 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.

Key elements	Details
Three new junctions	At Highlaws, north of Strafford House and east of Heighly Gate Garden Centre, providing access to Hebron.
	At Fenrother, approximately half way between Fenrother village and the existing A1; providing access to Fenrother and communities on the old A1, and maintaining east-west traffic links.
	At Westmoor, just south of the River Coquet and Felton, providing access for Felton and Westmoor and to maintain east-west traffic links.
Changes to current accesses	<p>The new road will be a dual carriageway and access will be via the new junctions.</p> <p>Two accesses will be closed, at Bywell Shooting Grounds and Low Espley, with new accesses provided to the new junctions.</p>
Changes to current local roads	Some minor roads will be closed where they currently access the A1, and diverted to join the new dual carriageway at the new junctions.
New local roads	A number of new local roads will provide access for businesses and properties to the new junctions. A new parallel road will link the existing A1, with Westmoor junction. This will provide local traffic with an unbroken link between the Fenrother and Westmoor junctions. The current A1 will be retained as a local road between Priests Bridge and Felmoor Park to allow access to the villages and properties along the route.
Non-motorised user access (eg horse riders, pedestrians and cyclists)	The underpass at Parkwood would be extended under the widened A1.
Similar to the preferred route for the historic Morpeth to Felton improvement	This option is similar to the preferred route announced for the former Morpeth to Felton improvement in 2005. This will be superseded when the new preferred route is identified in spring/summer 2017.

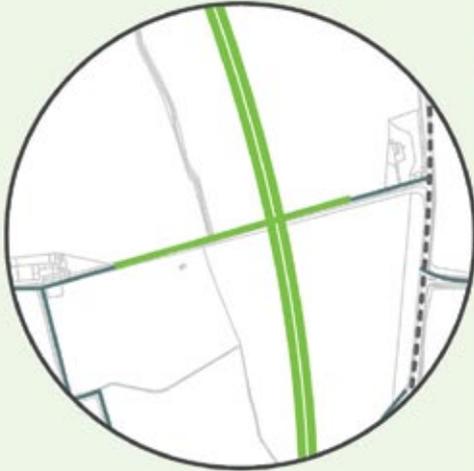


### Westmoor junction

- Providing access to local roads and the A1
- Parallel local road to provide access to the old A1 south of Eshott Airfield

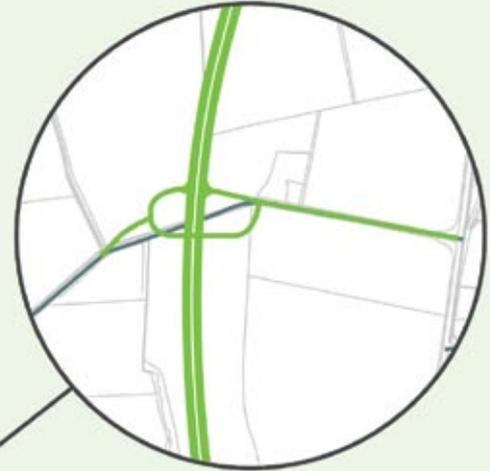


### Burgham underbridge



### Causey Park overbridge

- Maintaining east-west links via local roads



### Fenrother junction

- Providing access to local roads and the A1



### Highlaws junction

- Providing access to local roads and the A1



### Access tracks for Warreners House

## Benefits and effects of the proposed options

In assessing the benefits and effects of proposed options, we look at a variety of features including: environmental features, traffic forecasts, traffic movements, how it could be constructed, cost and budget, time and safety benefits, required land take and the effect on communities. Because this consultation is taking place at an early stage in the overall project, this information is still being developed as we undertake more surveys and assessments. It is worth noting that environmental impacts are assessed based on national guidance.

If you would like further information about the options we have considered and the assessments we have completed, the *Assessment Summary Report* and *Environmental Assessment Report* will be available on the scheme website at the following link: [www.highways.gov.uk/A1inNorthumberland](http://www.highways.gov.uk/A1inNorthumberland).

**The table below compares the key findings for the three options:**

Feature	Orange Option	Blue Option	Green Option
<b>Air quality</b>	Existing air quality in the area is good. For all options, there would be no significant impact on air quality.		
<b>Cultural heritage</b>	The risk of disturbing unknown archaeological remains is greater the more the road deviates from the existing A1. Therefore the risk is lowest with the Orange Option and highest with the Green Option.		
<b>Landscape</b>	This option follows the route of the existing A1 and therefore has little impact on the landscape. However, it is close to residential and business properties and therefore will have a visual impact.	Where this option moves away from the existing A1 it will have an impact on the landscape. It will have less visual impact from residential and business properties because it is further away from them.	Where this option moves away from the existing A1 it will have an impact on the landscape. It will have less visual impact from residential and business properties because it is further away from them.
<b>Nature conservation</b>	All options will cause loss of habitats, but the Orange Option has the least effect because it re-uses as much as possible of the existing A1. Where habitats are lost we will consider possible options for mitigation.	All options will cause loss of habitats. These are kept as low as possible along the Blue Option where it follows the existing A1 route, but habitat loss is increased in the offline sections. Where habitats are lost we will consider possible options for mitigation.	All options will cause loss of habitats. The Green Option has the largest such effect because it has the longest offline section. Where habitats are lost we will consider possible options for mitigation.

Feature	Orange Option	Blue Option	Green Option
<b>Geology and soils</b>	This option involves little loss of Grade 3 agricultural land. There is a risk from contaminated land (including old landfill sites) which are close to the existing A1 route. There is also a risk from the mining which took place near Causey Park.	This option involves more loss of Grade 3 agricultural land. There is a risk from contaminated land (including old landfill sites) which is close to the existing A1 route. There is also a risk from the mining which took place near Causey Park.	This option involves the greatest loss of Grade 3 agricultural land as it has the longest new build section of road. There is a risk from contaminated land (including old landfill sites) which are close to the existing A1 route. There is also a risk from the mining which took place near Causey Park.
<b>Noise and vibration</b>	This option will likely have an impact on noise and vibration in properties close to the route, including residential properties and Tritlington Primary School.	This option takes part of the route away from the existing A1 and therefore will likely reduce noise and vibration in these areas. Where the widening is along the existing A1 it will likely have an impact on noise and vibrations in properties close to the route.	This option takes more of the route away from the existing A1 and therefore will likely reduce noise and vibration in properties along the existing A1 in these areas. It is anticipated that noise and vibration will increase where the road is closer to properties than at present. Where the widening is along the existing A1 it will likely have an impact on noise and vibrations in properties close to the route.
<b>Effects on all motorised road users</b>	All the options provide a safer, faster flowing road network that would be designed to modern highways standards. Drivers would continue to see very similar views to now from the proposed new routes.		
<b>Community and private assets, including land take</b>	This option requires the least land take (around 50 hectares). The new junctions will improve access across the A1 for pedestrians, cyclists and horse riders.	This option requires more land take (around 60 hectares). The new junctions will improve access across the A1 for pedestrians, cyclists and horse riders. Retaining the existing A1 where the route moves away from the existing road will improve access within these communities.	This option requires the most land take (around 70 hectares). The new junctions will improve access across the A1 for pedestrians, cyclists and horse riders. Retaining the long sections of the existing A1 where the route moves away from the existing road will improve access within these communities and between communities along the existing A1.

Feature	Orange Option	Blue Option	Green Option
<b>Pedestrians, cyclists and horse riders</b>	There are 13 public rights of way close to the scheme. Surveys are ongoing and this information will inform the provisions of the facilities provided.	There are 12 public rights of way close to the scheme. Surveys are ongoing and this information will inform the provisions of the facilities provided.	Surveys are ongoing and this information will inform the provisions of the facilities provided. This option also benefits from potentially making the existing A1 a local road away from the dual carriageway.
<b>Road drainage and the water environment</b>	Because the route follows the existing A1 it has little impact on stream and river crossings. It also involves the least new road surface and so has the least impact on drainage.	This option crosses some streams and therefore has some impact. It involves more new road surface which will have some impact on drainage.	This option crosses some streams and therefore has some impact. It involves the most new road surface which will have some impact on drainage.
<b>Construction duration and impacts</b>	<b>Two to three years</b> This option has the greatest impact on residents and road users during construction as all work will take place on the current route. We will work with contractors and communities to agree working practices that minimise night working, and noise, vibration and dust disruption from construction.	<b>Two to three years</b> This option has less impact on residents and road users during construction as part of the work takes place away from the current route. We will work with contractors and communities to agree working practices that minimise night working, and noise, vibration and dust disruption from construction.	<b>Two to three years</b> This option has the least impact on residents and road users during construction as more of the work takes place away from the current route. We will work with contractors and communities to agree working practices that minimise night working, and noise, vibration and dust disruption from construction.
<b>Current cost estimate</b>	£197.3m	£203.5m	£207.8m
<b>Safety</b>	The road will be designed to meet required safety standards.	The road will be designed to meet required safety standards. This option provides a smoother alignment for road users.	The road will be designed to meet required safety standards. This option provides a smoother alignment for road users.

# Discounted options

## Options discounted in our selection process

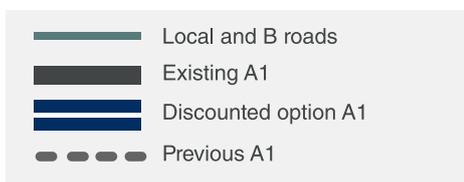
As with all projects, we have discounted some options during our options identification phase. The details of these options are described below:

### Online B

This option was discounted during the option identification phase of the project. This was due to it being largely similar to the Orange Option, however the Orange Option presented greater benefits. It differs by coming slightly to the east of the existing A1 at Causey Park Hag Lodge; and its main disadvantage was potential drainage issues through a large section of cutting.

### Offline B

This option was discounted during the options identification phase of the project. It heads east of the existing A1 from slightly north of Warrener's House. It would also involve the destruction of part of Hangingleaves Wood and be brought closer to a number of properties at Hebron Hill and Shield Green Farm. The main reason for discounting this option was the large volume of earthworks that would be required due to the topography.



# Part 4: Alnwick to Ellingham route options

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 (£290 million) there has only been one option that has been assessed as viable.

A full summary of the options discounted so far can be found in the *Assessment Summary Report*, section B, which has been published as part of this consultation as a supporting document and can be found online at: [www.highways.gov.uk/A1inNorthumberland](http://www.highways.gov.uk/A1inNorthumberland)

## Orange Option

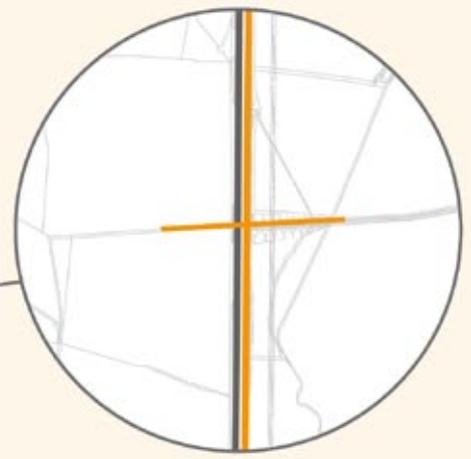
This option widens the A1 to dual carriageway along the existing road. The current A1 will be widened to the east, constructing a second carriageway alongside the existing A1.

Key elements	Details
One new junction	At South Charlton, connecting the A1, B6341 and B6347. We are still considering the layout of the junction at South Charlton and the one shown is an indicative drawing.
Changes to current accesses	Because the new road will be a dual carriageway, access will be via the new junctions. 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.
Changes to current local roads	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	New local roads and access bridges will provide access for businesses and properties to the new junctions.
Non-motorised user access (eg cyclists, pedestrians and horse riders)	There are 6 public rights of way close to the scheme which would be diverted to cross the A1 at safe places.



**South Charlton junction**

- Providing access to local roads and the A1
- Access track for West Link Hall



**Broxfield accomodation bridge**

## Benefits and effects of the proposed option

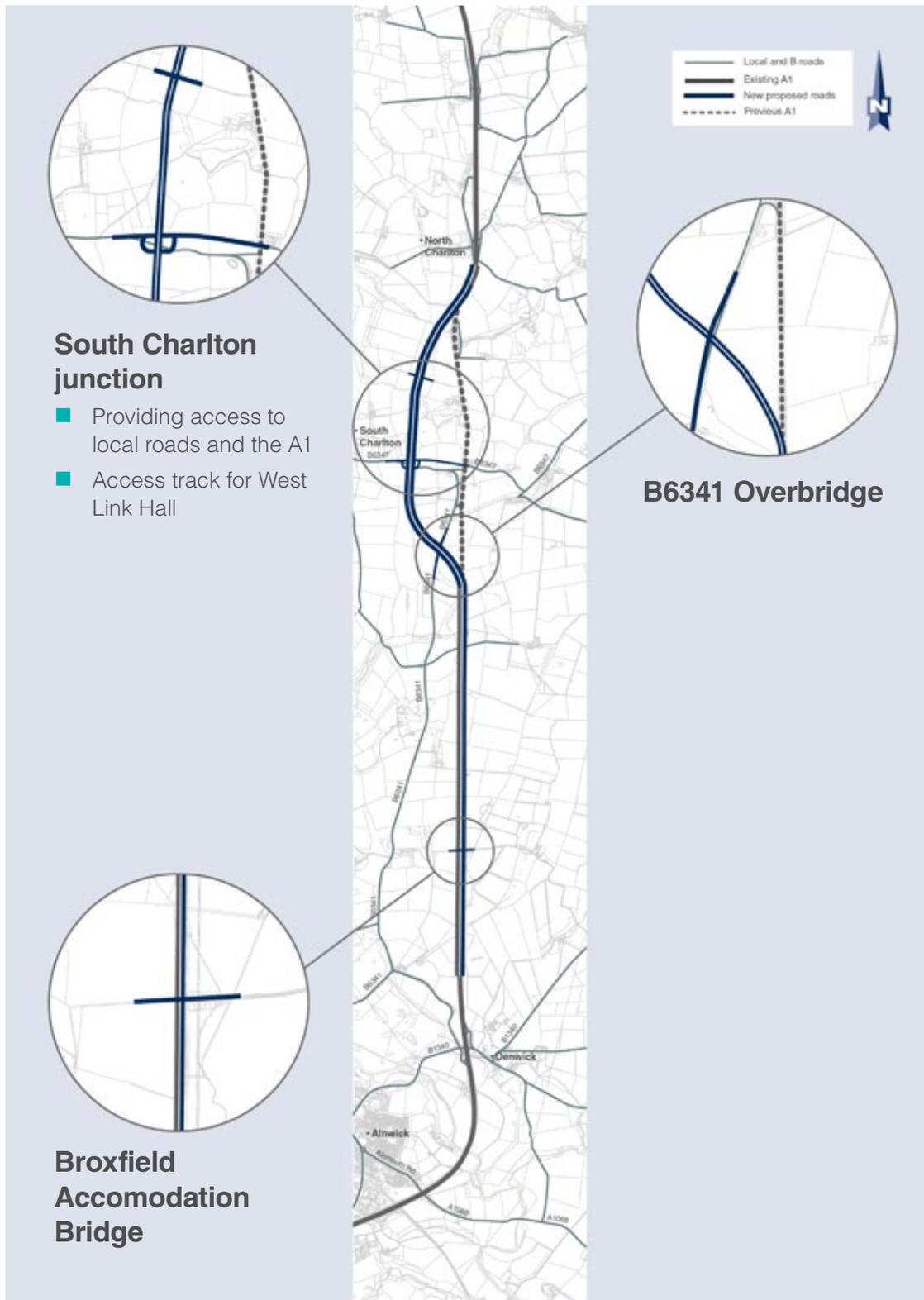
The table below provides the key findings for the Orange Option:

Feature	Orange Option details
Air quality	Existing air quality in the area is good. There would be no significant impact on air quality from the Orange Option.
Cultural heritage	Widening online so as to reuse as much as possible of the existing A1 carriageway reduces the risk of disturbing buried archaeological remains.
Landscape	Choosing to widen along the line of the existing A1 has minimised the potential impact on the landscape compared to any offline alternatives.
Nature conservation	Because the widening takes place along the existing route it has kept the loss of habitats as low as possible.
Geology and soils	Because the widening takes place along the line of the existing A1 the loss of agricultural land has been minimised. There is limited risk from proximity to old mining areas and this is being investigated further in the current stage.
Noise and vibration	The limited assessment carried out so far suggests that perceptible noise increases would be limited to the northern part of the scheme, while there would be perceptible noise reductions on some side roads due to the redistribution of traffic.
Effects on motorised users	The Orange Option provides a safer, faster flowing road network that would be designed to modern highways standards. Drivers would continue to see very similar views to now.
Community and private assets, including land take	The Orange Option requires little land take (around 20 hectares). The new junction will improve access across the A1 for pedestrians, cyclists and horse riders.
Non-motorised user access (eg cyclists, pedestrians and horse riders)	There are 6 public rights of way close to the scheme which would be diverted to cross the A1 at safe places.
Road drainage and water environment	Because the route follows the existing A1 it has little impact on stream and river crossings. It also involves the least new road surface and so has the least impact on drainage.
Construction duration	<b>18 - 24 months.</b> This option has the greatest impact on residents and road users during construction as all work will take place on the current route. We will work with contractors and communities to agree working practices that minimise night working, and noise, vibration and dust disruption from construction.
Current cost estimate	£89.6m
Safety	The road will be designed to meet required safety standards.

## Options discounted in our selection process

As with all projects, we considered a number of other options which were discounted during our option selection process. These are shown below, together with the reasons why they were discounted.

A **Blue Option** was developed. This included a new section of road to the west of the existing A1 around South and North Charlton, and a new junction at South Charlton. This option was discounted because it was not affordable within the budget for the scheme.



A **Green Option** was developed. This option involved a new section of road to the east of the existing A1 close to Rock, with a new junction there, and another new section of road to the west of the existing A1 around South and North Charlton. This option was discounted because it was not affordable within the budget for the scheme.

Additionally, the following options were also discounted:

**Offline A**

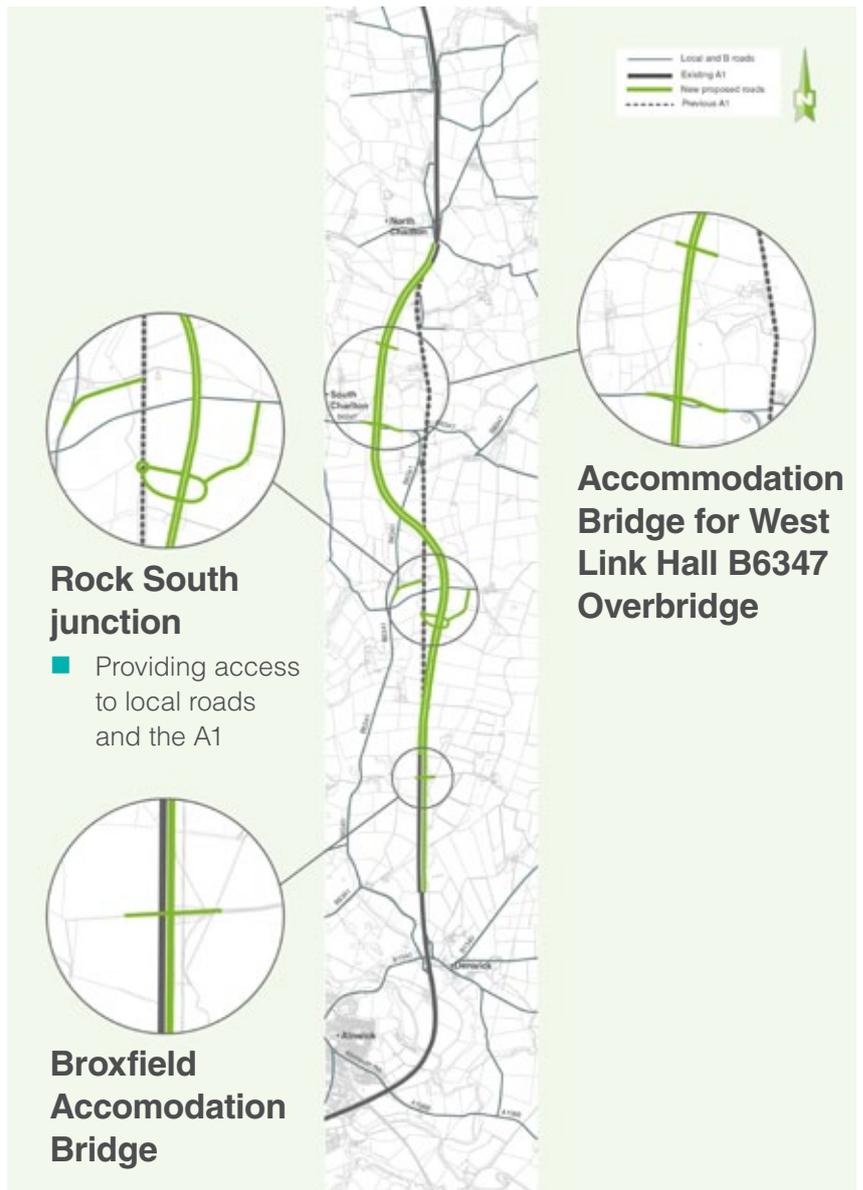
This option is largely similar to the Blue Option and was discounted during the options identification phase due to drainage issues associated with a large section of cutting.

**Offline B**

This option is largely similar to the Blue Option and was discounted during the options identification phase due to visual impact of a large section of embankment.

**Offline D**

This option is largely the same as the Green Option. Following improvements in the designs with the addition of a bridge over the existing Green Option, this option was not pursued further, and was discounted during the option identification stage.



## Further information

If you would like further information about the options we have considered and the assessments we have completed, the *Assessment Summary Report* and *Environmental Assessment Report* will be available on the scheme website at the following link, [www.highways.gov.uk/A1inNorthumberland](http://www.highways.gov.uk/A1inNorthumberland). Alternatively, please come and speak to a member of the project team at the exhibitions and we will be happy to help you.

## What happens next

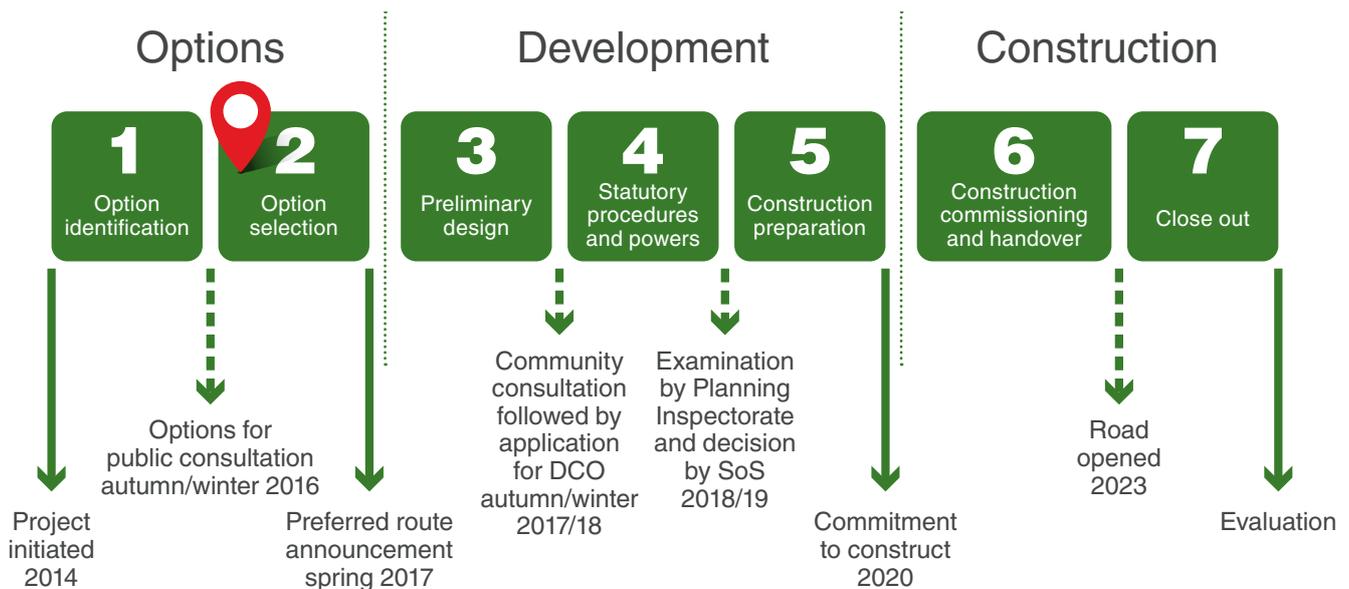
Once the consultation has closed on 23 December 2016, all responses will be analysed and compiled into a consultation report which summarises the feedback. We will then refine the option designs, incorporating the comments provided where practicable and complete our assessment work. We will then look to announce the preferred route option for the dualling upgrade in spring 2017.

Our preferred route will be taken through to the next stage of design development. This is when more detail is developed on the highway structures and overall design, it is also when the next stages of environmental assessments are

completed and we look at mitigation to reduce any negative environmental impacts.

We will then carry out further consultation on this preferred route before submitting an application for a Development Consent Order (DCO) to the Planning Inspectorate. Once the application is submitted, you have an opportunity to register as an interested party with the Planning Inspectorate in order to support or object.

Following the Secretary of State's (SoS) decision, a period to challenge the process applies.



## Keeping in touch

Our website is updated as the scheme progresses and will always have the latest news about the project. You can find it at: [www.highways.gov.uk/A1inNorthumberland](http://www.highways.gov.uk/A1inNorthumberland)

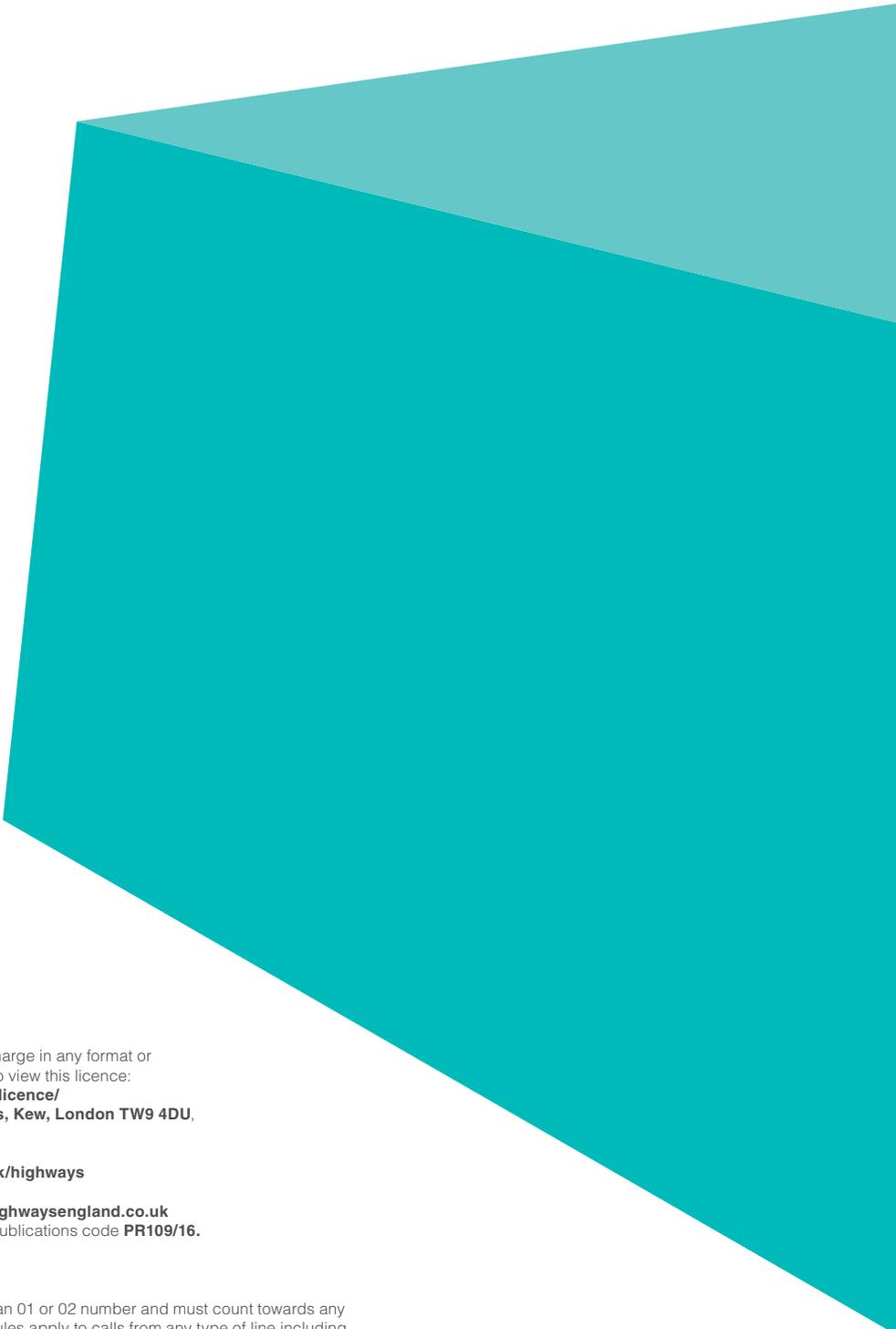
We will produce a regular newsletter to keep you informed about progress on the project, including details of what's happening next. These newsletters will be available on our website, in local places and will also be emailed to all those who register with us to receive them. If you would like

to receive an email copy of our newsletter, please send us your details. Or, you can hand them in at the exhibitions via our questionnaire feedback form.

You can sign up to receive email alerts as they are made via our web page:

[www.highways.gov.uk/A1inNorthumberland](http://www.highways.gov.uk/A1inNorthumberland)

If you have any queries about this improvement scheme please contact the project team directly at **0300 470 4585**. Alternatively, you can email: [A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)

A large teal graphic element on the right side of the page, consisting of a large teal triangle pointing downwards and a smaller, lighter teal triangle above it, creating a layered effect.

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If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000\***. Please quote the Highways England publications code **PR109/16**.

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