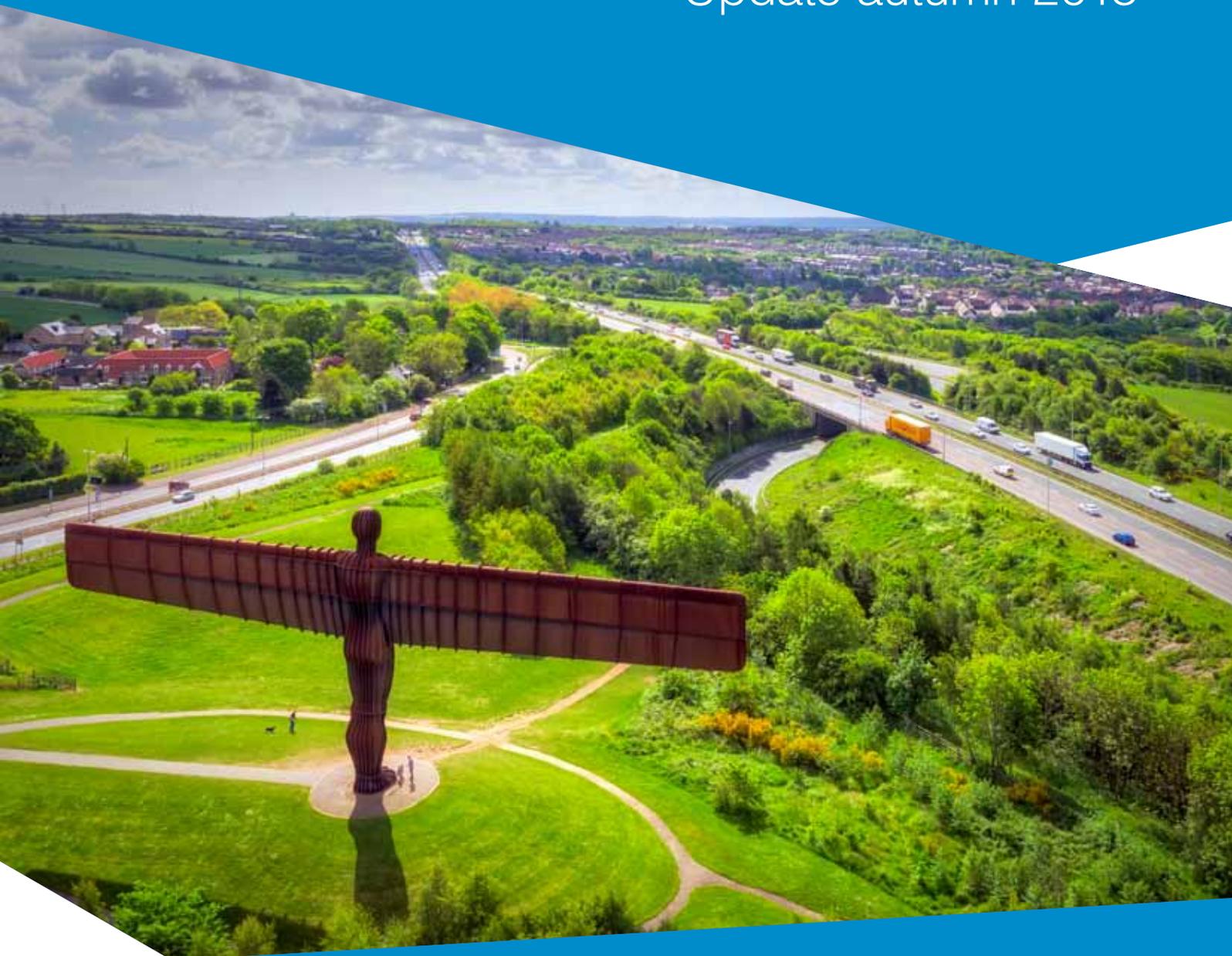


# Major improvement projects in the North East

Update autumn 2018



# We are Highways England

## Introduction

We are Highways England. We operate and improve England's motorways and major A roads.

## Our investment strategy

Our ambition is to ensure our major roads are more dependable, durable and, most importantly – safe.

This brochure gives an overview about some of the major projects that we're working on in the North East.



## A19/A184 Testos's junction

### Why is this scheme needed?

Testos roundabout is a major junction forming the intersection of the A19 with the A184, south of the Tyne Tunnel entrance at Jarrow. There is severe congestion at this roundabout at peak times. Our proposal would improve the junction by raising the A19 on a flyover and building new slip roads to connect it to the A184 via the Testos roundabout. This means through traffic on the A19 would not have to use the roundabout.

Access between Testos roundabout and Downhill Lane junction would be provided using link roads.

The existing bridleway bridge north of Testos would be removed and new routes through the junction would be provided for pedestrians, cyclists and horse riders.

### What have we done to date?

As part of our development consent order application which was submitted in August 2017 we produced a draft construction environmental management plan. This outlines the control measures we will adopt to minimise the impact of the work on the local environment and

communities during construction. We aim to minimise disruption to road users and will put in place measures to control nuisances such as noise and dust. The work will be phased with the aim of keeping two lanes of traffic flowing in both directions on the A19 at peak times. Temporary traffic management will be installed to separate traffic and other users (e.g. pedestrians and cyclists) from the construction activities and provide safe working areas for our workers. A decision on the development consent order is due in September 2018 with work planned to start by March 2019. This scheme will be delivered in conjunction with the A19 Downhill Lane scheme providing a wide range of benefits in the area which can be viewed in the Downhill Lane entry. The Downhill Lane scheme is also subject to the required planning approvals being granted and is due to start in Autumn 2019.

### Find out more



[www.highways.gov.uk/projects/a19-testos-junction-improvement](http://www.highways.gov.uk/projects/a19-testos-junction-improvement)

## A19 Downhill Lane junction

### Why is this scheme needed?

Future developments on the land to the north of Nissan are likely to significantly increase the amount of traffic using the Downhill Lane junction. The current capacity of the junction would not be sufficient for the anticipated additional traffic and would therefore affect the A19 and local roads. We need to make sure that the junction is able to cope with increased vehicle numbers. The proposed improvements at Downhill Lane junction would increase its capacity, reduce journey times and improve road user safety. The improvements will support new growth in the area by allowing better access to the International Advanced Manufacturing Park (IAMP) and Nissan from the A19, as well as complementing the proposed improvements at Testos.

### Regional and local benefits

The scheme is being designed with the following key objectives in mind:

#### ■ Supporting economic growth

This will be achieved by improving the attractiveness of the area for the IAMP and other prospective developers and businesses by improving road access. The scheme will help connect key employment sites, schools, colleges and residential areas, thereby delivering major benefits.

#### ■ A safe and serviceable network

The scheme aims to reduce accidents, provide safer crossings for pedestrians and cyclists, and improve journey time reliability, leading to a reduction in driver stress.

#### ■ A more free-flowing network

The traffic model used to develop the scheme predicts that road users travelling through the junction will benefit significantly from reduced journey times as a result of the proposal.

#### ■ Improved environment

The environmental effects resulting from the scheme have been considered during the options identification stage. Measures to mitigate potential effects on the local environment and opportunities to provide enhancements will be further developed as the design progresses.

#### ■ An accessible and integrated network

The proposed scheme will provide improved connectivity with the local road network. We are investigating ways to maintain existing facilities for pedestrians, cyclists and horse riders and to provide enhancements where possible. We will continue to work with the local access forum and user groups to develop our proposals.

### What have we done to date?

Back in 2015 we decided to carry out the improvements to Testos and Downhill Lane at the same time to minimise disruption for road users. The Downhill Lane improvements are due to start on site in 2019/20 providing all the required planning approvals are granted.

A minor change to our original plans was made following planning permission being granted for an advanced manufacturing development. This includes moving the location of the crossing for pedestrians, cyclists and horse riders across the A1290 400m further south at the junction with Follingsby Lane. A further engagement exercise was carried out between 30 July and 27 August 2018 to give people the chance to comment.

We are planning to submit our application to the Planning Inspectorate for a development consent order in summer/autumn 2018.

### Find out more

 <https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a19-downhill-lane-junction-improvement/>



## A19 Norton to Wynyard

### Why is the scheme needed?

We've identified that improving the A19 between Norton and Wynyard will provide a number of benefits for road users and local communities and will support the region's economy. We plan to add an extra lane to the existing dual carriageway between the A1027 Norton and A689 Wynyard junctions. In addition, the existing section of concrete carriageway up to the A689 junction will also be replaced with low noise surfacing.

### Regional and local benefits

The scheme has been designed with the following key objectives in mind:

#### ■ Supporting economic growth

The scheme will support economic growth by helping to bring forward developments in the Tees Valley area at the same time as supporting the government's initiative for growth in the North East.

#### ■ A safe and serviceable network

The scheme aims to ensure safe journeys, by improving the standard and capacity of the road and therefore reducing the impact of safety issues along the route.

#### ■ A more free-flowing network

The traffic model used to design the scheme predicts that road users travelling between the junctions will benefit from improved journey times by reducing congestion as a result of widening both carriageways to three traffic lanes and maintaining the existing speed limit of 70mph.

#### ■ Improved environment

The potential effects on the local environment have been considered during the earlier stages of the scheme and mitigation measures will be further refined as our scheme designs are finalised. Early assessments show that by changing the existing concrete road surface the scheme will reduce traffic noise.

#### ■ An accessible and integrated network

Any existing rights of way, including footbridges and underpasses will either be maintained or replaced.

### What have we done to date?

We held a number of public information events in October 2016 showed us that there is significant support for the scheme. More than 200 people came along to these events, including residents and community groups, local businesses, MPs, councillors and the emergency services. During 2018, we have continued to make good progress gathering and collating information to inform our proposed design. We will be carrying out further events in autumn 2018.

### Find out more

 [www.highways.gov.uk/a19-norton-to-wynard.co.uk](http://www.highways.gov.uk/a19-norton-to-wynard.co.uk)



## A1 in Northumberland Morpeth to Felton scheme

### Why is the scheme needed?

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

In Northumberland, the A1 takes motorists through rural countryside and close to the coastline. This section of the A1 is used by a wide variety of people for many different reasons. This includes people travelling long-distance between Newcastle and Edinburgh, local traffic accessing rural areas and tourists who come to visit the coastline and the area's many historic attractions.

### Regional and local benefits

By dualling the A1 between Morpeth and Ellingham we aim to:

- Improve safety for all users and improve journeys across the route.
- Support economic growth in the area.
- Provide a more consistent carriageway standard that aligns with the existing dualled sections of A1.
- Improve and provide more consistent junction layouts and traffic signage along the route to make it easier for drivers.
- Reduce the number of junctions and private accesses along this section of A1 to reduce traffic delay and improve safety.
- Better accommodate the high number of heavy goods and agricultural vehicles that use this section of the A1.

### What have we done to date?

We held a previous round of public consultation between November and December 2016, asking the public for their views on 3 improvement options between Morpeth and Felton and 1 option between Alnwick to Ellingham.

In September 2017, we made our preferred route announcement which outlined that we would be taking forward the Green option for further development between Morpeth to Felton and the single option presented for Alnwick to Ellingham.

A further consultation for the Morpeth to Felton section which is due to start on site in 2019/2020 was held in summer 2018 and a further consultation exercise will take place on the Alnwick to Ellingham section in early 2019.

Later this year we will start junction improvements to improve safety on the section of road north of Ellingham. These junctions are located at Adderstone, Fenham, Old Mousen, Outchester and Newstead.

### Find out more

 [www.highways.co.uk/a1-morpeth-to-felton-scheme](http://www.highways.co.uk/a1-morpeth-to-felton-scheme)

## A1 Scotswood to North Brunton

### Why is the scheme needed?

We've identified that improving the A1 between Scotswood to North Brunton will provide a number of benefits for road users and local communities and will support the region's economy.

The option we are progressing with is widening, within the existing highway boundary, to three narrower lanes between junctions 74-78 and three standard lanes between junctions 78-79, retaining all existing bridges and structures.

### Regional and local benefits

- **Supporting economic growth**  
The scheme, through providing additional capacity, supports a number of housing developments that are in close proximity to the A1 and would use this section of road to access the surrounding areas.
- **Movement of goods and access to transport hubs**  
Maintain and enhance the role of a key national route to facilitate the movement of goods and access to transport hubs supporting the government's initiative for growth in the North-East.
- **A more accessible free flowing and integrated network**  
Through an increase in capacity the scheme will reduce delays and accidents, improve journey times and reliability. The provision of additional lanes improves resilience of the network when incidents do occur and we will work with stakeholders to facilitate other modes of transport and enable safe movement across and alongside our network.

### ■ A safe and serviceable network

This section of the A1 Newcastle Gateshead Western Bypass between junctions 74-79 currently experiences high flows, delays and accidents. Heavy weaving occurs between junctions exacerbating the problems. Accidents often lead to lane closures and associated reliability issues. The scheme is designed to increase capacity and thereby reduce delays, the impact of weaving and safety issues. Furthermore, operating at a reduced speed of 60mph may reduce the severity and frequency of accidents.

### ■ An improved environment

We will work to ensure our activities enable a long term and sustainable benefit to the environment.

### What have we done to date?

- We are currently at the development phase of the scheme, working on the preliminary design, and expect construction work to start by March 2020
- Over the past 12 months we have undertaken further ecology surveys to better understand the local habitats, including bat, badger and red squirrel
- Following the 10 public engagement events we held in 2017, we issued the consultation report which is available on the Website
- We have carried out condition surveys, geo-physical investigations and drainage inspections so that we can progress the design of the scheme
- This year we will be holding further events to discuss progress on the scheme and how it has developed over the last year.

### Find out more

 [www.highways.co.uk/projects/a1-scotswood-to-north-brunton/](http://www.highways.co.uk/projects/a1-scotswood-to-north-brunton/)



## A1 Birtley to Coal House

### Why is this scheme needed?

Improving the A1 between Birtley (junction 65) and Coal House (junction 67), will provide a number of regional and local benefits. The scheme is 6.5km long and will include the replacing the Allerdene Railway Bridge with a new railway crossing to the south existing bridge. To ease congestion, we are increasing capacity through the provision of additional traffic lanes in both directions. Most of the work will take place within the highway boundary; however, land will be required alongside the A1 at certain points allowing us to create the additional lanes.

### Regional and local benefits

- The scheme aims to support economic growth by improving the road to the Newcastle and Tyneside area.
- It aims to reduce accidents and improve journey time reliability which will lead to a reduction in driver stress and delays.
- Travel time savings of up to 1 minute 19 seconds northbound and 2 minutes 11 seconds southbound are predicted.
- Opportunities to improve the local environment are being sought as part of the final scheme design.

- Access and safety for pedestrians, cyclists and horse riders will be considered as part of the scheme.
- We're upgrading the road to accommodate abnormal loads which will future proof the route and reduce the impact on the local road network.

### What have we done to date?

We held a statutory consultation in spring 2018 and have been reviewing comments received. Where possible we're refining the scheme. We're preparing a consultation report, which will form part of our application for a development consent order. We propose to submit the application in spring 2019.

### Find out more

 [www.highways.co.uk/a1birtleytoalhouse](http://www.highways.co.uk/a1birtleytoalhouse)

## A19 Coast Road

### Why is the scheme needed?

The junction suffers congestion during peak times with delays of over 4 minutes per vehicle on the A19 southbound approach. The accident rate at this junction is higher than the national average (2008-2012). Work includes creating a triple decker junction with a new layer that will allow road users to continue straight along the A19 without having to use the roundabout.

### Regional and local benefits

The scheme has been designed with the following key objectives in mind:

- Reduce congestion
- Increase capacity
- Improve journey times
- Improve road safety for both road users and the local community
- Support regeneration in Tyne and Wear and Northumberland
- Maintain or improve facilities for pedestrians and cyclists crossing and travelling along the route

### What we have done to date?

Work is now 75% complete with all piling work also completed, 11 kilometers in total. Beams for the last bridge, the A1058 westbound bridge, have been successfully lifted into place and work to complete this is progressing well.

Work has begun on the excavation of 80,000 cubic metres of earth underneath the Silverlink roundabout ready for the construction of the new underpass, enough to fill 32 Olympic size swimming pools.

Two new bridges for pedestrians and cyclists are due to be completed in October 2018 which will provide a much safer route than the current one in place, which is crossing live traffic on the busy slip roads. The scheme is due to be completed in March 2019.

### Find out more

 [www.highwaysengland.co.uk/projects/a19a1058-coast-road-junction-improvement](http://www.highwaysengland.co.uk/projects/a19a1058-coast-road-junction-improvement)



## A1 Coal House to Metrocentre (opened July 2016)

### Why was the scheme needed

The A1 between Coal House and Metrocentre is approximately 4 miles long and forms part of the A1 Gateshead Western Bypass. In 2011 the average weekday traffic flow on this section was over 116,000 vehicles, which is more than double its original design capacity. Therefore, very heavy congestion occurs daily in both directions, which affects local people commuting, shopping and using local access routes, as well as longer north/south trips for people using the A1. We invested £61 million to improve the A1 junctions 67-71 between August 2016 and July 2016.

### Regional and local benefits

The government and local partners, including Gateshead and Newcastle councils and the North East Local Enterprise Partnership, recognised the importance of the A1 Western Bypass to the economic aspirations of the region. The Coal House to Metrocentre improvement aimed to:

- Increase capacity
- Improve journey time reliability
- Reduce the number of accidents
- Support local regeneration

### What we did

In total, 8 miles of extra lanes were added to the A1, increasing the number of lanes in each direction from 2 to 3.

Two new parallel link roads were also created along a third-of-a-mile stretch of the A1 between Lobley Hill and Gateshead Quays; 150,000 square metres of resurfacing was carried out – the equivalent of 21 football pitches; and 12 miles of new kerbs were laid, made from recycled plastic bottles.

A new footbridge was installed over the A1 at Chiltern Gardens which is suitable for cyclists as well as pedestrians and the footpath at the eastern side of the bridge was upgraded. A new 600 metre cycle track was also created crossing the footbridge and linking up with the local cycle network.

## A1 Leeming to Barton (opened March 2018)

### Why the scheme was needed

Before this major upgrade, there were many side road junctions, farms and field accesses joining onto this stretch of the A1. This resulted in local traffic having to join the A1 to access nearby villages and towns and at unsuitable junctions. The accident rate was broadly in line with the national average for older dual carriageways but generally the incidents were more serious.

Through our scheme we've made access to the motorway much safer via a new junction at Catterick and an improved junction at Scotch Corner. The Catterick junction is 'grade-separated' which means that motorway traffic doesn't have to stop and local traffic can easily join the A1 via sliproads.

Our scheme also provides a new local access road alongside the motorway improving safety for local traffic from the surrounding communities as well as providing an improved route for cyclists, equestrians and pedestrians. The scheme is predicted to save around 20 lives and prevent around 450 accidents over a 60 year period.

### Regional and local benefits

Between 59,000 and 69,000 vehicles use the A1 between Leeming and Barton every day. This is a scheme for drivers, businesses and the community. It not only improves safety, relieves congestion and connects communities, but also supports economic growth. For every £1 Highways England invest in the strategic road network, it brings around £4 of economic benefit. Through this scheme we estimate that over £1 billion will be added to the economy, through a 20% reduction in journey times and safety improvements.

### Connecting communities

Our scheme helps to connect communities in the local area and across the region. The new local access road alongside the new motorway linking Leeming, Catterick, Brompton-on-Swale and Barton provides a safer route for motorists travelling between local towns and villages.

We've designed these in consultation with key cycling organisations as well as Sustrans, ramblers and the British Horse Society. We know that living close to a major road scheme can sometimes be disruptive. That's why it's so important that we give something back to our neighbours and local communities.

From offering work placements to planting trees, here's some of the ways we've helped make a positive difference over the past 4 years:

- 27 visits to educational facilities, including universities and colleges
- Over 2,000 people attended our archaeology open days
- Planted over 300 tree saplings to form a local pollinator corridor
- Restored paths at a local nature reserve
- Free health checks for HGV drivers

### Find out more



[www.highways.co.uk/projects/a1-leeming-to-barton-improvement/](http://www.highways.co.uk/projects/a1-leeming-to-barton-improvement/)

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