

A1058 Coast Road **A19**
Improvement
Public consultation

Welcome



A1058 Coast Road Improvement **A19**

Public consultation

Introduction

The Highways Agency is proposing to improve the A19/A1058 Coast Road junction to increase capacity, improve journey reliability and improve safety for both road users and local residents.

The junction currently suffers severe congestion at peak times, with delays of over 4 minutes per vehicle on the A19 southbound approach and has an accident rate 50 percent higher than the national average.

A consultation exercise was held between November 2009 and March 2010 on three recommended options and three non-recommended options. The consultation found an overall preference to lower the A19 under the junction in a cutting to provide a free flowing link. Following the consultation exercise the project was put on hold pending a ministerial announcement on funding.

On 8th May 2012, the Roads Minister announced that funding would be provided to develop the project, to ensure a “pipeline” of future Highways Agency major infrastructure improvements would be maintained, contributing to future economic growth and supporting Government’s National Infrastructure Plan. The preferred route announcement for the project was announced in July 2012.

Since the preferred route announcement the design has been developed further. We are now able to present our proposed road improvements in more detail and are seeking your views on them.

The scheme aims to:

- Improve road safety for both road users and local residents
- Reduce congestion, increase capacity and improve journey times
- Support regeneration in Tyne & Wear and Northumberland
- Seek to reduce severance by maintaining or providing appropriate facilities for pedestrians and cyclists etc. crossing and travelling along the route.

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The proposed route

We will be:

- Lowering the A19, beneath the existing roundabout, in a cutting, to provide a free flowing link
- Constructing two bridges to carry the roundabout traffic across the lowered A19
- Constructing a replacement bridge to support the A1058 Coast Road across the junction
- Constructing new slip roads to provide access to the junction to and from the lowered A19



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Changes since the preferred route announcement

We have:

- Reviewed the design of the lowered A19 to minimise the impact of the new slips roads on the Middle Engine Lane Bridge and Middle Engine Lane Railway Bridge
- Reviewed the structure requirements to minimise the impact on the A1058 Coast Road
- Reviewed the landtake requirements to reduce the total needed to construct the scheme



Overview of proposed junction

- We have also undertaken various site surveys to support the preliminary design. These have included road side interviews, topographical, ground investigation and environmental surveys.

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Progress since the preferred route announcement

Road side interview surveys

Road side interview surveys (RSIs) were undertaken during one week in April 2013. The RSIs help us to understand the travel patterns of road users in and around the junction recording details of journeys including the origin, destination and purpose of the trip.

- A total of eight RSI survey sites were established across the study area at the following locations
- A191 Benton Road westbound approach to the A19/A186/A191 Holystone roundabout;
- The northbound Off Slip of the A19/A186/A191 Holystone roundabout;
- The A1058 westbound & eastbound off slip at the A19/A1058 Silverlink interchange;
- A193 Tynemouth Road on the eastbound approach to the A19/A193 roundabout;
- A193 Wallsend Road on the westbound approach to the A19/A193 roundabout;
- A19 Tyne Tunnel at the northbound and southbound toll booths; and
- Middle Engine Lane to the west of Silverlink/Amtel Way roundabout.



A shopper survey was also carried out within the Silverlink retail park.

Almost 40,000 postcards were handed out with a total of 10,000 postcards returned. The responses received formed the basis of the traffic modelling for the scheme.

Traffic modelling

Traffic modelling is required to generate traffic forecasts that can be used to inform both the need and design of the scheme. The assessment starts with the creation of a base computer model in which the journeys made are replicated. A large amount of traffic data is collected in order to generate a reliable model and much of this data is recorded automatically on a daily basis.

Future housing and employment forecasts are then fed into the model to create a future scenario. This can then be used to test the proposed road improvements comparing this to what would happen if the improvements were not carried out. These series of tests are generally referred to as traffic forecasts.

The results of the model are then used to:

- Inform the design to ensure adequate road capacity is provided for the life of the scheme;
- Inform environmental assessments to ensure any environmental impacts are managed and mitigated where possible; and
- Quantify the overall benefits the scheme will deliver in terms of the number of people who will benefit from the improvements and the positive contribution these benefits will make to the region's economy and country as a whole.

All traffic models are subject to processes defined by Government to ensure calculations are undertaken on a consistent basis throughout the country.

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Ground investigation surveys



Ground investigation surveys are carried out to understand the ground conditions to support the design and construction of the proposals. Without the surveys a number of uncertainties and assumptions would have to be made which could lead to considerable changes to the design during construction resulting in delays and increased costs.

Ground investigation surveys were carried out between 10 June and 26 July this year in and around the A19/A1058 junction. This involved the excavation both mechanically and by hand of trial pits and the drilling of exploratory holes. A series of tests were carried out on site and selected samples were also used for laboratory testing to assess the potential for any contamination within the soil and to assess groundwater conditions.

The results from the survey will form a ground investigation report which be used to support the design of the proposed improvements at the junction.

Topographical surveys

Topography is the precise detailed study of the surface features of a region. In May 2013 we undertook a topographical survey to:

- Allow the proposals to be designed in relation to the existing highway network and surrounding environment;
- Allow the quantities of materials to be calculated so that the proposed works can be costed; and
- Provide for the dimensions required so that the proposed works can be set out once the scheme reaches construction.

The results from the survey will be used to support the design of the proposed improvements at the junction.

Non-motorised user surveys

We are also assessing the effects of the proposed improvements on journeys made by pedestrians, cyclists and equestrians (known as non-motorised users or NMUs) in and around the junction. This assessment will look at the effects on NMUs during construction as well as once the scheme has been built and open to traffic.

We will minimise disruption, where possible, however in order to build the scheme there will be access restrictions and/or diversions in place to ensure that the safety of NMUs is maintained while works are being carried out. These will be temporary, being limited to the construction period only.

To assess how the proposed improvements might affect NMUs we need to have an understanding of the existing movements in and around the junction. To support this we carried out surveys, using cameras to gather information, in October 2013 at the following locations:

- At various locations on the A19 roundabout;
- On the A1058 existing footway and cycleway directly over the A19 roundabout; and
- On the bridleway to the east of Middle Engine Lane Railway.

The information gathered will help to support the design of the traffic management measures for NMUs required during construction.

We are also looking at options for widening the existing structure over Middle Engine Lane Railway Bridge. These are:

Option 1



Option 2



Please let us know which option you prefer? Either through completing the questionnaire in the consultation leaflet or at the exhibition.

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Environment

The Planning Inspectorate confirmed in September 2013 that the project is not an environmental impact assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. However, the Planning Inspectorate have asked us to carry out environmental reporting into the impacts of the project, on the topics below, which will indicate in general terms the mitigation measures that we expect to use in order to minimise negative effects. The findings will be consulted on and form part of our Development Consent Order (DCO) application to the Planning Inspectorate.

Environmental concern	Consideration
Air quality	We will consider emissions that may arise from the project during construction and once open to traffic. We have started a six month air quality monitoring programme in the local area.
Cultural heritage	This topic covers archaeological remains, historic buildings and landscapes. We will cover direct impacts as well as how the project affects the settings and landscapes of potentially important assets.
Landscape and visual amenity	We will consider the effects on the local landscape and on the quality of views. We will propose planting in appropriate locations in order to mitigate the effects of the project on the landscape and visual amenity.
Ecology and nature conservation	We will consider the effects on ecologically important sites at the local, regional, national and international levels as required by relevant regulations. We will also consider various species including great crested newts. We are currently updating our ecological survey data.
Geology and soils	We will document the outcome of recent ground investigation surveys. We will consider the disturbance of groundwater, the impact on soil quality and the disturbance of any contaminated land.
Waste and materials	We will identify opportunities where possible to reduce, reuse or recycle waste.
Noise and vibration	Traffic flow data and construction methodology will be used to assess the noise and vibration impacts of the project during construction and operation.
Effects on all travellers	We will consider safety, journey time, congestion and accessibility for everyone along the route.
Road drainage and the water environment	We will assess the effects on surface water, groundwater and flood risk during construction and operation.

Ecological surveys

We have carried out surveys to identify for potential habitats in and around the junction of the following species:

Bats; great crested newts; water voles; otters; red squirrel; and reptiles

The surveys found no evidence of water voles, otters or red squirrels and no great crested newts were recorded in any ponds surveyed.

Our bat surveys found no roosts within the area, however there is evidence that bats are foraging and commuting across the area surveyed and we will ensure through suitable mitigation the impact of our proposals on them will be minimal.

We have also identified a potentially suitable habitat for reptiles where the construction site compound is likely to be located. Surveys are currently being undertaken to determine if any reptiles are present, however none have been recorded so far.

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Construction constraints

The construction period will last approximately two years. During this period we will seek to minimise disruption to both local residents and road users. Restrictions and constraints that will be considered as part of the works will include:

- Two lanes will be kept open to traffic between 6am and 8pm, on the A19 and A1058 in both directions during construction;
 - Where practicable one lane in both directions on the A19 and A1058 will be kept open between 8pm and 6am;
 - Accesses to businesses and Silverlink Retail park will be maintained during business hours throughout the construction period;
 - Noise, vibration and disruption to adjacent properties will be kept to a minimum;
 - If required, alternative pedestrian footways, cycleway and crossing facilities will be maintained at all times; and
 - Work will be undertaken to minimise, as far as possible, any adverse impact on the local environment.
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- Where we need to close the A19 or A1058, either fully or partially we will keep you up to date via our email alerts that you can sign up to via the scheme page on the Highways Agency website.

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What happens next?

We would like to thank you for attending the event and we hope that it has been helpful to you. Your views are important to us and we encourage you to provide your comments on our proposals. You can do this by completing the questionnaire which is available in our consultation leaflet or online at our scheme page on the Highways Agency website – www.highways.gov.uk
 Alternatively you can provide your comments to the project team. Please ensure your comments reach us by 17 January 2014.

Following the consultation we will carefully consider your responses as we develop the proposals further. The project is classed as a nationally significant infrastructure project under the Planning Act 2008. As such we are required to make an application for a development consent order to construct the project. We intend to make our application by Autumn 2014.



Thank You...

for attending our exhibition.
 We hope you have found it informative.