

# **A1 in Northumberland** Morpeth to Felton scheme

## **Public consultation**

Share your views



18 June 2018 to 29 July 2018

## Investing in your roads

At Highways England, we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That's why we're delivering £15 billion of investment on our network – the largest investment in a generation. The A1 in Northumberland is a critical part of this investment and will improve journeys between Newcastle and Ellingham, which is great news for the local and regional economy.

### The A1 in Northumberland investment comprises 3 distinct packages:

- A1 Morpeth to Felton dualling scheme
- A1 Alnwick to Ellingham dualling scheme
- A1 north of Ellingham improvements

In this brochure we explain our proposals for the A1 Morpeth to Felton scheme. When you are ready, please fill in the response form that came with this brochure – your responses will help to refine our design before we submit our application for planning permission.

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain planning permission to construct the scheme. For more information on this process, please refer to our *Development Consent for our Major Road Schemes* leaflet, which is available to view on the scheme webpage:

[www.highwaysengland.co.uk/A1inNorthumberland](http://www.highwaysengland.co.uk/A1inNorthumberland)

Hard copies will also be available at the public exhibition venues.



## How to respond

We're holding a public consultation on our proposals. We'd like to hear what you think, so please share your views, any concerns, ideas or local knowledge that you may have. The consultation will run for 6 weeks, from **Monday 18 June to Sunday 29 July 2018**, and there are lots of ways you can tell us what you think.

### Complete the consultation response form:

If possible, please fill in the response form online, following the link to our consultation page found here: [www.highwaysengland.co.uk/A1inNorthumberland](http://www.highwaysengland.co.uk/A1inNorthumberland)

**Or please fill in the hard copy response form (found with this brochure) and return it to:**

Freepost RSAS-ZGKK-CSUL,  
A1 in Northumberland project team,  
3rd Floor South, Highways England,  
Lateral, 8 City Walk, Leeds, LS11 9AT

**You can also email a scanned copy the response form to:**

[A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)

To support the consultation and to give you the opportunity to find out more about our proposals, we're holding 6 public exhibition events. Here you'll be able to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have. The dates, times and venues for these events can be found on the next page.

**All responses must be returned by midnight on Sunday 29 July 2018**

## Public exhibition events

<b>Monday 2 July</b> 6pm to 8.30pm	<b>Tritlington C of E Aided First School,</b> Tritlington, Morpeth, Northumberland, NE61 3DU
<b>Tuesday 3 July</b> 2pm to 8pm	<b>Morpeth Town Hall,</b> Market Place, Morpeth, Northumberland, NE61 1LZ
<b>Wednesday 4 July</b> 2pm to 8pm	<b>Felton Village Hall,</b> Main Street, Felton, Northumberland, NE65 9NH
<b>Saturday 14 July</b> 10am to 4pm	<b>Morpeth Town Hall,</b> Market Place, Morpeth, Northumberland, NE61 1LZ
<b>Friday 20 July</b> 2pm to 8pm	<b>Longhorsley Village Hall,</b> Drummonds Close, Longhorsley, Morpeth, Northumberland, NE65 8UR
<b>Saturday 21 July</b> 10am to 4pm	<b>Morpeth Town Hall,</b> Market Place, Morpeth, Northumberland, NE61 1LZ

### We look forward to seeing you at the exhibitions

Your comments will help us better understand the local area and the potential impact that our scheme may have on the local community. We will listen to everyone's feedback and we'll consider it when we finalise the design for the 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 for work, local traffic accessing rural areas and tourists who come to visit the coastline and the area's many historic attractions.

## The scheme's objectives

By dualling the A1 between Morpeth and Felton 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

## Scheme location



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## What's happened so far?

We held a previous round of public consultation between November and December 2016, asking the public for their views on 3 improvement options.

In September 2017, we made our preferred route announcement which outlined that we would be taking forward the Green option for further development. You can read more about this in the preferred route announcement brochure, which can be found at: [www.highwaysengland.co.uk/A1inNorthumberland](http://www.highwaysengland.co.uk/A1inNorthumberland)

Since then, we've completed a number of environmental surveys and have been working to develop the design for the scheme. Where possible, we have tried to incorporate the suggested improvements to the scheme, which were received during the first consultation. In deciding whether we were able to do this, the suggestions and feedback were assessed against a number of criteria. These included whether they met design standards, improve road safety, the impact that they'd have on the satisfaction of road users, pedestrians, cyclists and horse riders, as well as the likely environmental impact and cost.

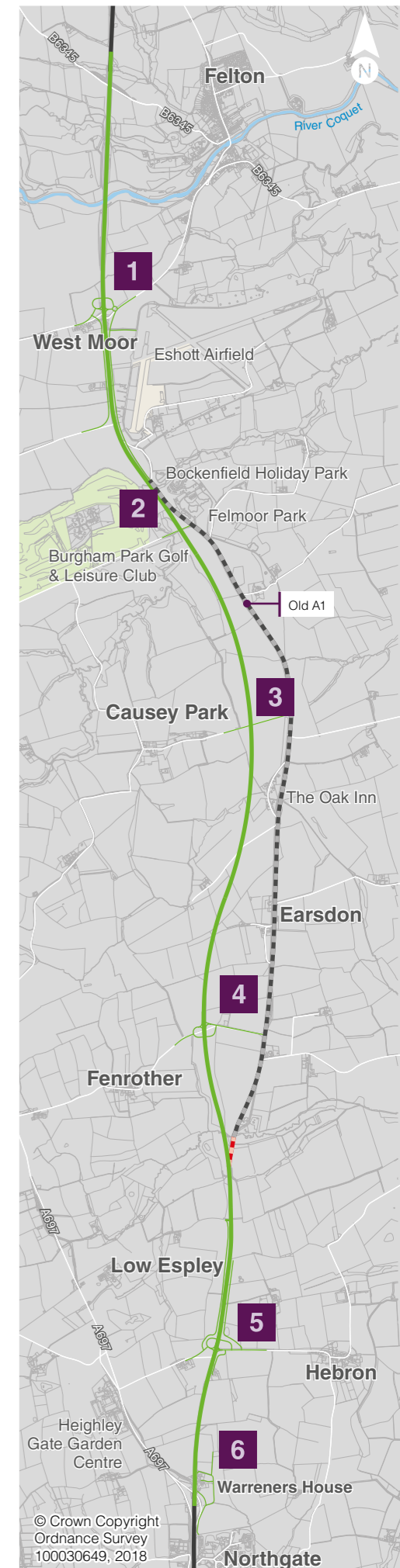
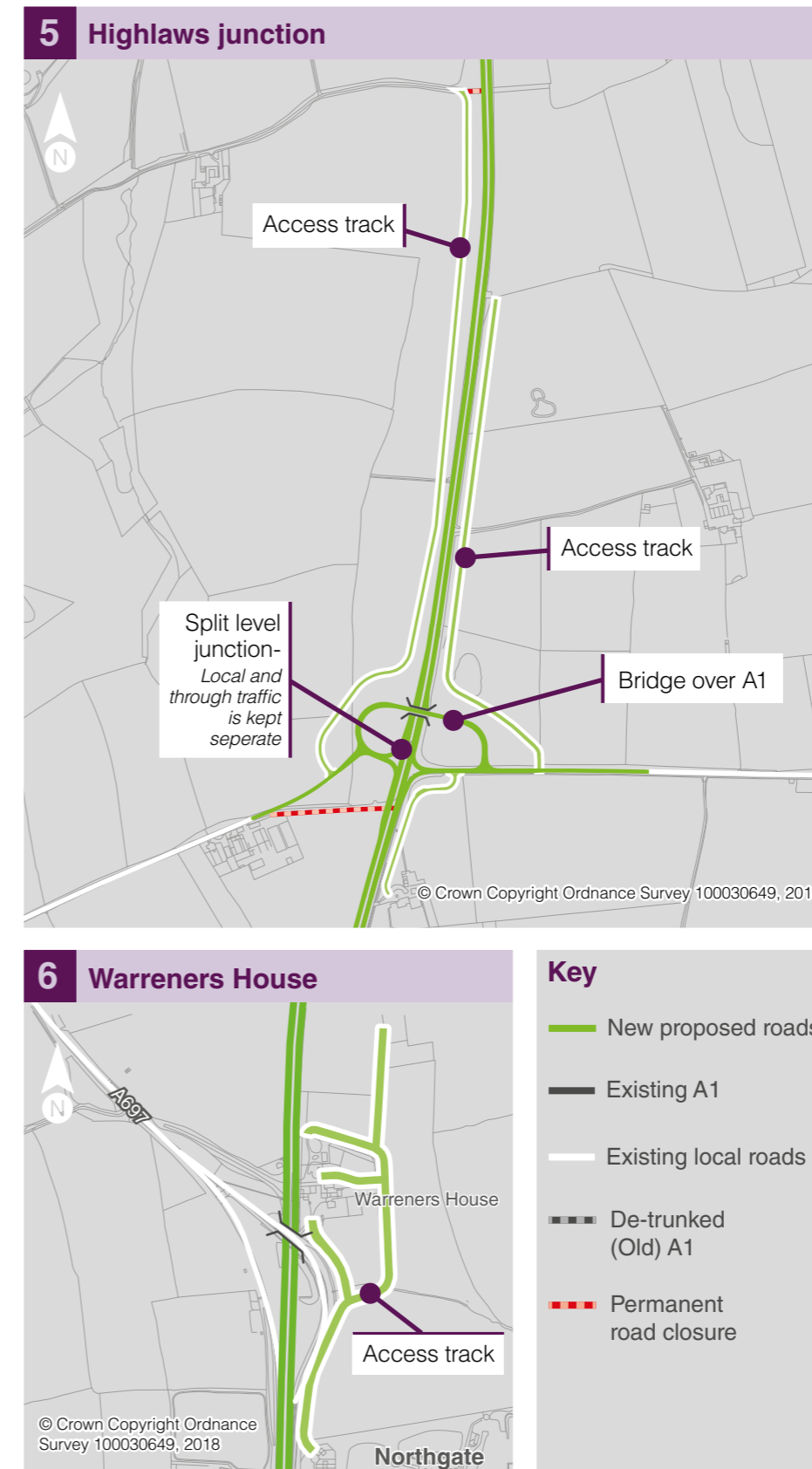
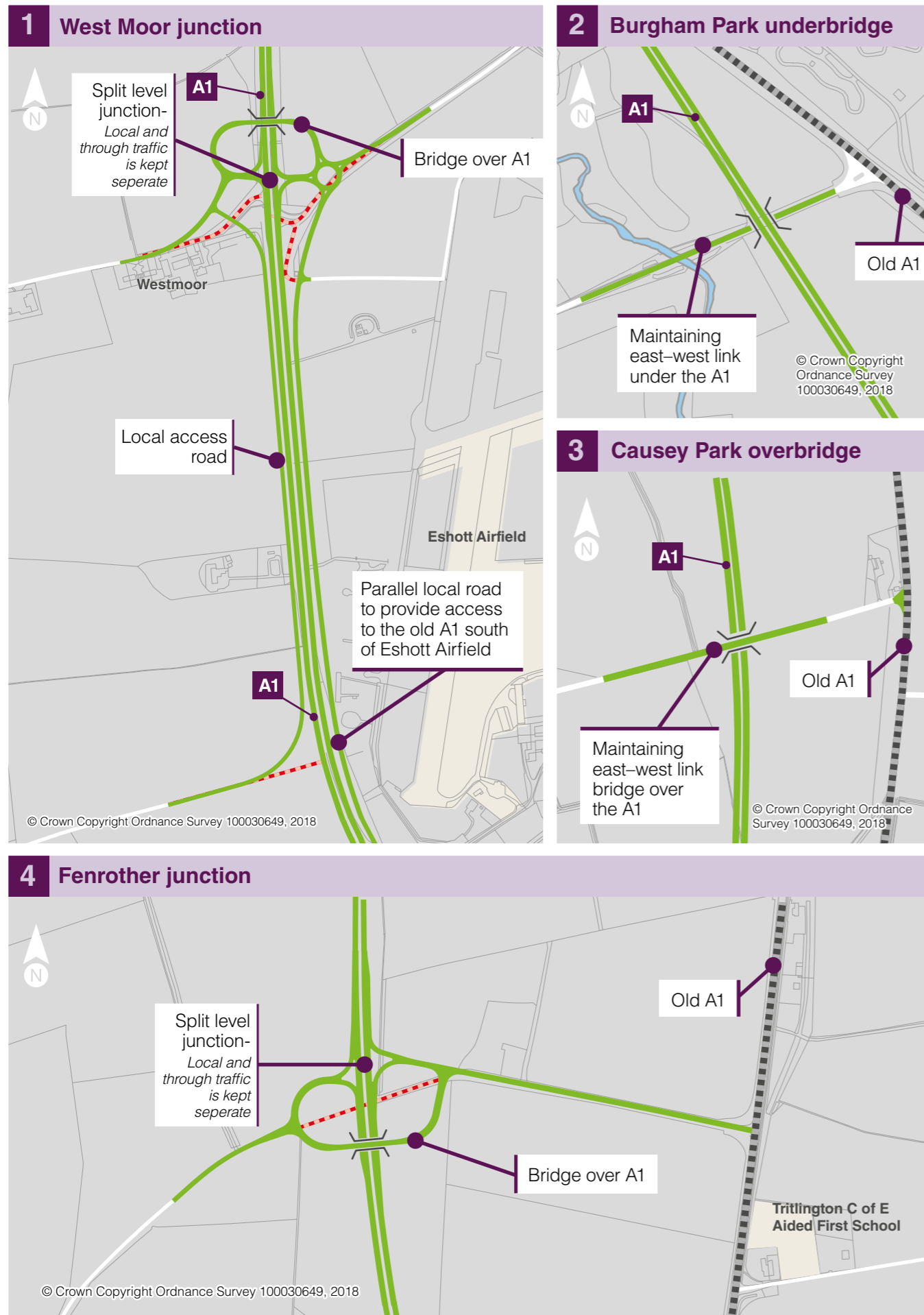
## What we are consulting on now: our proposed design

The A1 Morpeth to Felton scheme will upgrade the A1 to a dual carriageway. Starting at Warreners House (Northgate, Morpeth) and travelling in a northerly direction, the existing A1 carriageway will be widened up to Priests Bridge. From here, the new A1 alignment will shift west of its current position and continue in a northerly direction over Tindale Hill and Causey Park. At a point north of Burgham Park, the new A1 carriageway will re-join the existing A1. The A1 will then be widened to a dual carriageway to tie-in with the existing dual carriageway at Felton. The old section of the A1 carriageway will be de-trunked (de-trunked means that this section of road will be owned and maintained by Northumberland County Council) and become a local road.

As well as upgrading the route to dual carriageway standard, we also propose a number of other improvements, including 3 new junctions with bridges over the A1 and the replacement of private access roads. The scheme is illustrated on the next page.

# Key components of the proposed design

Please see the next page for detailed explanation of our proposals.



**Note:** All maps are diagrammatic only and are not to scale.

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## Our proposed design

Map ref.	Key element	Details
1	<b>West Moor junction</b>	<p>West Moor junction is a split-level junction. A bridge will be built over the A1 to enable east-west traffic to cross the north-south traffic of the A1 without disrupting traffic. Slip roads on either side of the bridge will enable traffic to join and exit the proposed A1 dual carriageway.</p> <p>To improve connectivity between the A1 and the local roads to Felton in the north and Fenrother in the south, a roundabout will be built to the east of West Moor junction. The roundabout will enable direct access between West Moor, Felton and Fenrother, without needing to use the proposed A1 dual carriageway.</p>
2	<b>Burgham Park underbridge</b>	<p>We have carefully considered the request for an additional junction at Burgham Park. Following further assessment of the east-west connectivity, forecast vehicle flows, cost implications and the proximity to West Moor junction, we have concluded that a junction at Burgham Park is not viable.</p> <p>To maintain the existing local access to Burgham Park, we will build a new road under the proposed A1 dual carriageway.</p>
3	<b>Causey Park overbridge</b>	<p>We will build a bridge over the proposed A1 dual carriageway at Causey Park to ensure that the existing local access is maintained.</p>
4	<b>Fenrother junction</b>	<p>Fenrother junction is a split level junction. A bridge will be built over the A1 to enable east-west traffic to cross the north-south traffic of the A1, without disrupting traffic. Slip roads on either side of the bridge will enable traffic to join and exit the proposed A1 dual carriageway.</p>
5	<b>Highlaws junction</b>	<p>Highlaws junction is a split level junction. We will build a bridge over the A1 which will enable east-west traffic to cross the north-south traffic of the A1, without disrupting traffic. Slip roads on either side of the bridge will enable traffic to join and exit the A1 dual carriageway.</p>
5 and 6	<b>Access tracks</b>	<p>All private means of access directly on to, or off the section of the A1 that is planned to be dualled, will be closed. Replacement access tracks will be provided at Highlaws junction and Warreners House.</p>
6	<b>Warreners House</b>	<p>At Warreners House the direct access onto the A1 will be removed. A replacement private access road will be built to the southeast of Warreners House, which will join up with the residential cul-de-sac, West View. To facilitate the additional vehicle movements, West View will be widened.</p>
-	<b>Bus stops and routes</b>	<p>The X15 bus route will continue to provide a service along its existing route. Travelling north from Morpeth, the X15 bus will exit the proposed A1 carriageway at the Fenrother junction and will continue along the proposed de-trunked carriageway to Felton.</p> <p>The bus stops at Hebron Road End and Low Espley will be removed, as they are too close to the proposed new junctions at Highlaws and Fenrother. The bus stops on the de-trunked road will be kept; the exact location may need to be adjusted to accommodate changes to the road layout.</p>

The tables and maps on the following pages summarise what we are proposing to do as part of the A1 Morpeth to Felton scheme

Key element	Details
<b>Road alignment</b>	<p>In response to the feedback we received during the first consultation, the A1 alignment through Causey Park has been adjusted slightly. Apart from this, the proposed alignment for the dual carriageway remains the same as that presented at the preferred route announcement.</p>
<b>Pedestrian access</b>	<p>To maintain the east-west connectivity, pedestrians will be able to cross over the A1 using the 4 new bridges located at West Moor, Causey Park, Fenrother and Highlaws.</p>
<b>River Coquet</b>	<p>A second road bridge will be constructed over the River Coquet parallel to the existing road bridge. The existing bridge will carry northbound traffic and the new bridge will carry southbound traffic. There will be a gap between the new and existing bridges.</p> <p>The existing public right of way located on the northern riverbank will be retained and extended beneath the new road bridge. Options to improve the footpath on the southern riverbank are still being investigated.</p> <p>We are considering the request for a footbridge linking the River Coquet north and south footpaths at a point west of the existing A1 River Coquet road bridge. We are currently exploring further opportunities to enhance the River Coquet environment.</p>
<b>De-trunked carriageway</b>	<p>When the new dual carriageway is built, the existing road between Priests Bridge and Felmoor Park will no longer be part of the A1. This section of carriageway will be de-trunked.</p> <p>To separate the new A1 dual carriageway from the de-trunked section, the existing road surface at Priests Bridge will be removed. Vegetation (including trees and shrubs), will be planted and fencing will be used to provide separation.</p> <p>At Felmoor Park, a new single carriageway will be built to link the de-trunked carriageway with Felton village. This will allow people to travel between Fenrother and Felton without needing to use the A1 dual carriageway.</p> <p>We are currently considering whether cycle lanes can be safely installed between Tritlington and West Moor.</p>



## Benefits and effects of the proposed design

When we assessed the benefits and effects of the proposed design, we looked at a variety of features, including those summarised below.

This information is based on findings from detailed surveys and assessments that we have carried out. Environmental impacts are assessed based on national guidance.

For more detailed information about the impacts and proposed mitigation measures, please visit our webpage where you will find our *Preliminary Environmental Information Report (PEIR)* and *PEIR non-technical summary*.



Environmental topic	Benefit/impact of this scheme	Our proposed mitigation
<b>Air quality</b> This considers the health related issues for local and regional air quality and the global issues of climate change.	There are not likely to be any significant impacts or benefits generated upon air quality.	We will install equipment along the route to monitor dust and emission levels.
<b>Noise and vibration</b> This considers the impact of the scheme traffic flow, noise and vibration levels.	There is potential for some temporary disruption for residents who live close to the scheme from construction vehicles and machinery whilst the scheme is built. Once the scheme is complete, there is likely to be increased noise levels for some residents located close to the new dual carriageway, due to an increase in traffic.	Where possible, the alignment of the scheme will be designed to minimise noise impacts. We will also install low noise road surfacing and noise barriers where required to further reduce the impact of the scheme.
<b>Cultural heritage</b> This considers the impact of the scheme on archaeological sites, historic buildings and landscapes.	The scheme could potentially impact on above or below-ground archaeology. Construction may also result in the removal of the Grade II listed mileposts.	Potential effects to archaeology will be mitigated through preservation by record and preservation in situ. Where necessary, the mileposts will be carefully removed and stored until the construction phase has finished. At that point, the mileposts will be reinstated as close to their original locations as possible.
<b>Landscape and overall look</b> This considers the impact of the scheme on the local landscape and on the quality of views from properties nearby.	The scheme will affect the landscape by the loss of mature trees and ancient woodland. Views from some houses and public footpaths may also be changed by the construction of the new dual carriageway across previously farmed fields.	A range of measures will be implemented to limit visual effects on the landscape, such as minimising vegetation loss, replacement of woodland, planting and screening.

Environmental topic	Benefit/impact of this scheme	Our proposed mitigation
<b>Ecology and nature conservation</b> This considers the impact of the scheme on ecologically important sites, protected species and the potential impact on sensitive species such as Great crested newts.	The scheme is likely to adversely impact important ecological features, through loss and disruption to wildlife habitats located at the River Coquet, which is a Site of Special Scientific Interest (SSSI), a local wildlife site and ancient woodland.	Mitigation measures will be put in place to minimise potential impacts, such as planting native species and improving the existing habitats.
<b>Road drainage and the water environment</b> This considers the impact of the scheme on surface water, groundwater and flood risk both during construction and operation.	The scheme could affect the quality of watercourses and could increase the flood risk.	Our construction environmental management plan will define the control measures to be implemented to mitigate and reduce the risk of these potential impacts.  Temporary and permanent drainage systems will be used to manage the rate at which water enters watercourses to prevent flooding.
<b>Geology and soils</b> This considers the impact of the scheme on soil quality and the disturbance of any contaminated land.	There are not likely to be any significant impacts or benefits generated upon geology and soils.	Where possible, excavated material will be reused within the site.
<b>People and communities</b> This considers safety, journey time, congestion and accessibility for everyone along the route. In addition, it looks at the effect of the scheme during construction and once it is built.	The dual carriageway will improve journey times on the A1 between Morpeth and Felton.  The new split level junctions will enable local traffic, pedestrians and horse riders to travel east-west without using the A1.  Several public rights of way will be impacted through temporary and permanent closures or diversions.  Several properties will have their existing direct access on to the A1 removed.	The new split level junctions will include a footway for pedestrians to use on the bridges over the A1.  During the construction phase, diversion routes will be put in place to maintain access where possible.  Replacement private access roads will be provided to ensure access is maintained.
<b>Waste and materials</b> This considers the amount of waste materials to be created or reused as part of the scheme.	Storage of material and waste generated during construction will need to be managed.	Our construction environmental management plan will define how materials and waste will be managed on site during construction.

## Next steps

Once the consultation has closed on **Sunday 29 July 2018**, we'll then review all the suggestions and comments received during consultation to finalise the design.

All responses will be analysed and compiled into a report which will form part of our planning application and will also be available following submission of the application.

We expect to submit the planning application by spring 2019 and, providing it is approved, construction work will start in March 2020.

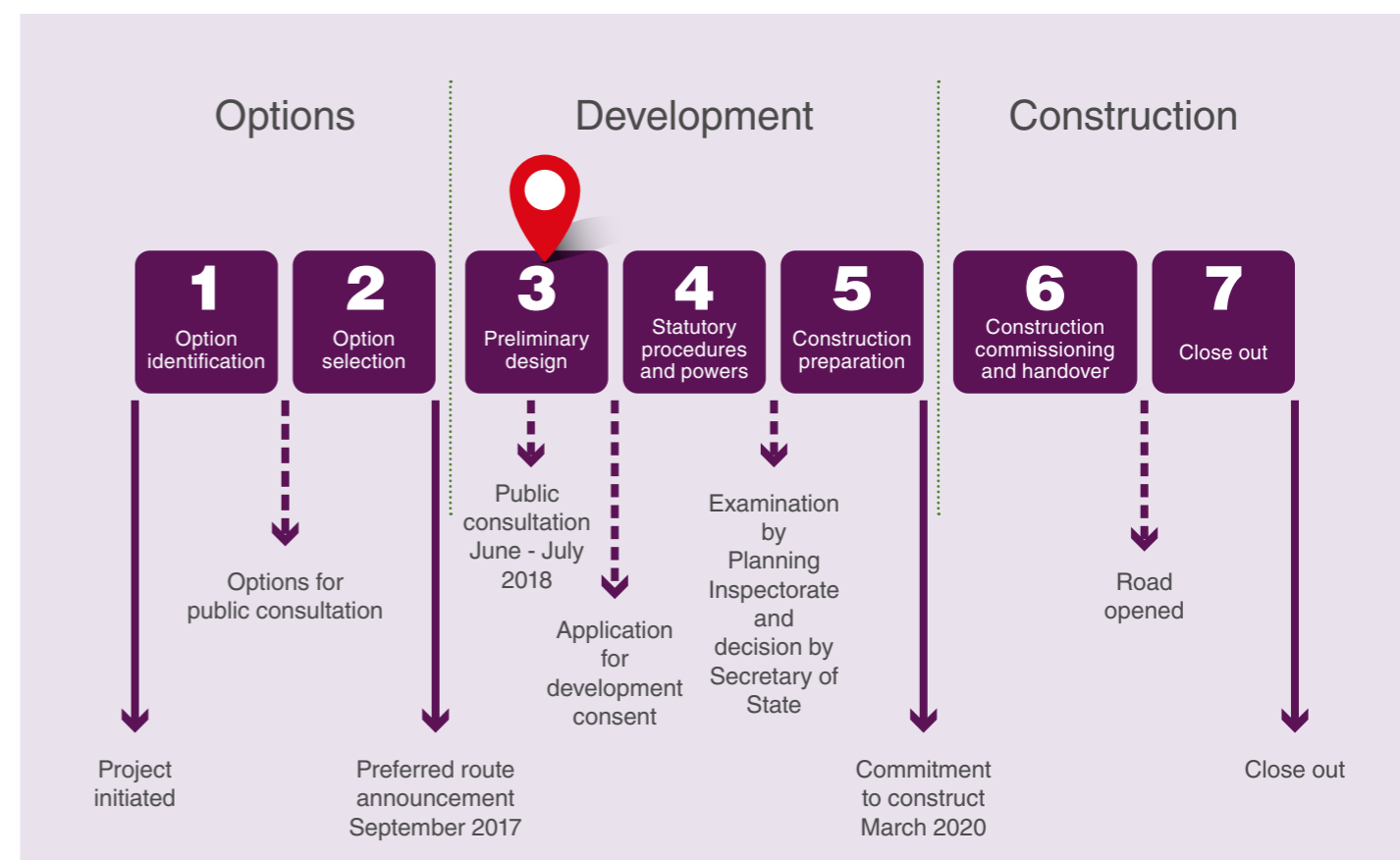
**To help us shape our final design that we will submit to the Planning Inspectorate, it is important you are involved now and submit your response by Sunday 29 July 2018.**

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application in public hearings and then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead.

More information about the process can be found on the Planning Inspectorate's website,

<https://infrastructure.planninginspectorate.gov.uk>

The process for this is explained in the table below.



## Further information

Further information such as the *Preliminary Environmental Information Report, PEI non technical summary* and a 3D fly through video is available on our webpage: [www.highwaysengland.co.uk/A1inNorthumberland](http://www.highwaysengland.co.uk/A1inNorthumberland)


Here you can find copies of this brochure and the online response form.


You can find copies of our consultation response form and other documents relating to the consultation at the local display locations listed below, during their normal opening hours from 18 June.


Location	Opening times
<b>Morpeth Library</b> Royal Sovereign House, Manchester Street, Morpeth, NE61 1AF Tel: 01670 620 391	<b>Monday</b> 9am – 6pm <b>Tuesday</b> 9am – 5pm <b>Wednesday</b> 9am – 5pm <b>Thursday</b> 9am – 5pm <b>Friday</b> 9am – 6pm <b>Saturday</b> 9.30am – 12.30pm <b>Sunday closed</b>
<b>Alnwick Library</b> Green Batt, Alnwick, NE66 1TU Tel: 01670 622 156	<b>Monday</b> 9am – 6pm <b>Tuesday</b> 9am – 5.30pm <b>Wednesday closed</b> <b>Thursday</b> 9am – 5.30pm <b>Friday</b> 9am – 6pm <b>Saturday</b> 9.30am – 12.30pm <b>Sunday closed</b>
<b>Highways England</b> Great North House, 20 Allington Way, Darlington, DL1 4QB Tel: 0300 470 1660	By prior appointment only: <b>Monday to Friday</b> 9am – 5pm <b>Saturday and Sunday closed</b>
<b>WSP</b> Amber Court, William Armstrong Drive, Newcastle upon Tyne. NE4 7YQ Tel: 0191 226 2000	By prior appointment only: <b>Monday to Friday</b> 9am – 5pm <b>Saturday and Sunday closed</b>

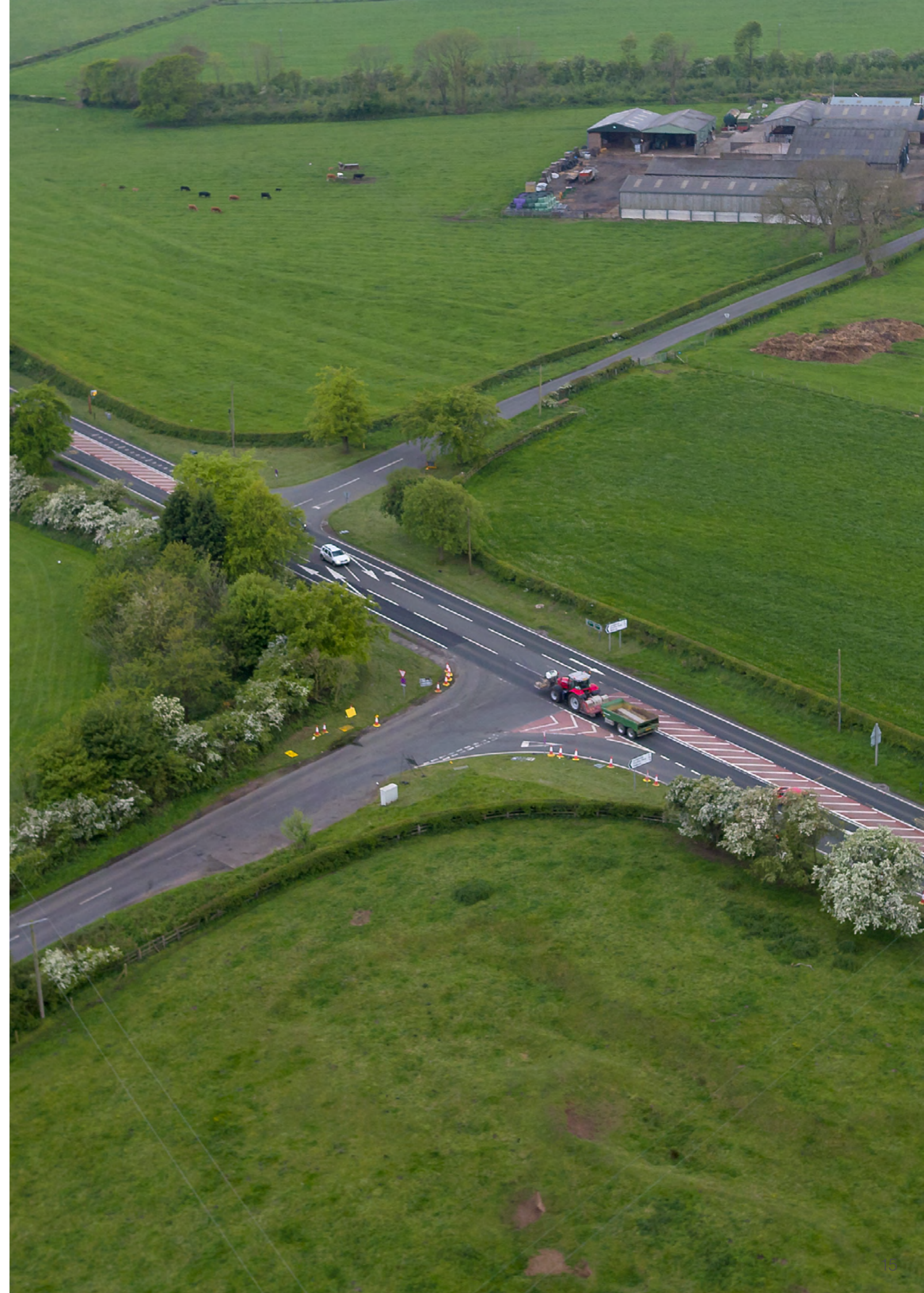
## Contact us

If you have any queries relating to the scheme, please contact us:

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[A1inNorthumberland@highwaysengland.co.uk](mailto:A1inNorthumberland@highwaysengland.co.uk)

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For an accessible version of this publication please call **0300 123 5000** and we will help you.

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 **PR26/18**.

Highways England creative job number LEE18\_0066

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 09346363