

A1

Scotswood to North Brunton

Report on Public Engagement

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1 INTRODUCTION

1.1.1 This document is the report on the engagement period that took place between 28 June 2017 and concluded on 31 August 2017. As part of this ten Public Information Exhibitions were held between 10th July and 4th August 2017.

1.1.2 This report summarises the feedback from both the attendees at the events, as well as those who completed the online questionnaires. The feedback gives the project team a better understanding of the potential effect that the improvement scheme will have on local residents, road users as well as the surrounding local road network. This report also enables the public's feedback to be considered when developing the scheme.

DOCUMENT PURPOSE

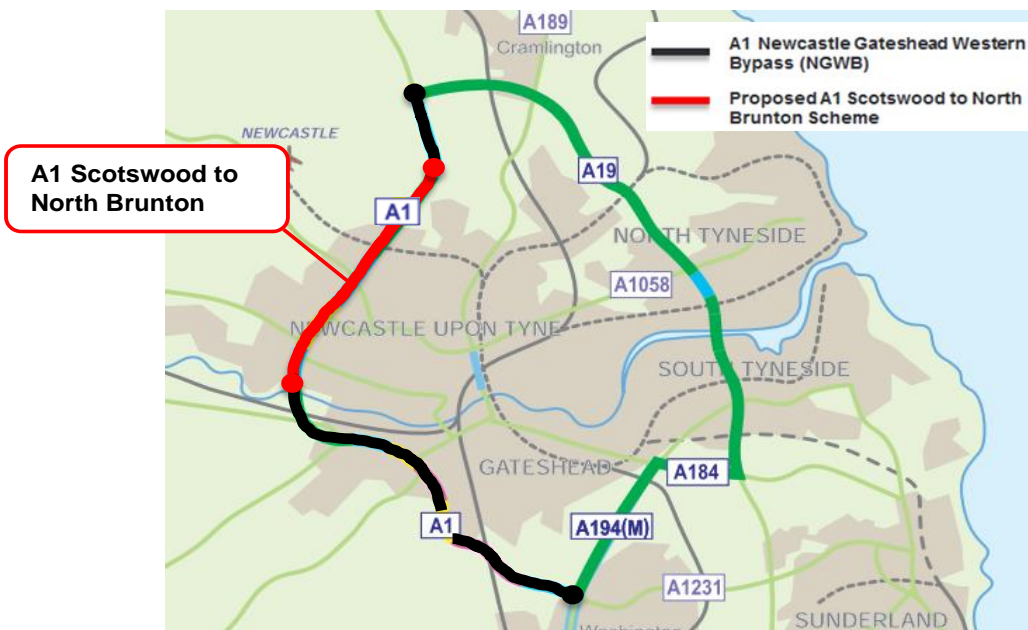
1.1.3 The purpose of this document is to:

- Describe the information presented to the public at the Public Information Exhibitions.
- Review and summarise the questionnaire responses from the public and highlight any key issues raised.
- Assess any suggestions made by the respondents and take into account any specific considerations that were raised during the events.
- Conclude the findings of the Public Information Exhibitions.

DOCUMENT SCOPE

1.1.4 The A1 Scotswood to North Brunton scheme is proposed on the A1 Newcastle Gateshead Western Bypass (NGWB) between J74 (Scotswood) and J79 (North Brunton).

Figure 1-1: Scheme Location Plan



- 1.1.5 A Feasibility Study was undertaken in 2014 to determine the existing issues on the NGWB and prioritise sections which most urgently required attention. The A1 Scotswood to North Brunton (between junctions 74 and 79) and the A1 Birtley to Coal House scheme (between junctions 65 and 67) were selected to address issues along the route. The scheme was announced in the Autumn Statement in December 2014 as a scheme that should be taken forward into the Roads Investment Strategy (RIS).
- 1.1.6 The A1 Scotswood to North Brunton scheme progressed to Option Identification in autumn 2014 with the following two options that had been identified to meet the requirements:
- **Option 1: Standard Lane Widening** – Full widening to three lanes between junction 74 (Scotswood) and junction 79 (North Brunton) with lane gain/drop as required by the predicted traffic flows.
 - **Option 2: Narrow Lane Widening** – Narrower lane widening to three lanes between junction 74 (Scotswood) and junction 78 (Kingston Park) with lane gain/drop as required by the predicted traffic flow and full widening to three lanes between junction 78 (Kingston Park) and junction 79 (North Brunton).
- 1.1.7 Options Identification concluded that Option 1 Standard Lane Widening was unaffordable and as a result of this, the development of this option was not be progressed any further. The scheme then progressed to the following stage, Option Selection, in April 2016 with Option 2 Narrow Lane Widening as the single option.
- 1.1.8 The Option 2 Narrow Lane Widening proposal is as follows:
- Narrow widening to accommodate three narrower lanes between junction 74 (Scotswood) to junction 77 (Ponteland Road) plus lane gain/lane drop.
 - Narrow widening to accommodate three narrower lanes between junction 77 (Ponteland Road) to junction 78 (Kingston Park), no lane gain/lane drop.
 - Widening to three standard lane width between junction 78 (Kingston Park) to junction 79 (North Brunton) including lane drop at junction 79 (northbound) and a lane gain at junction 79 (southbound).
 - Modifications to the merge and diverge layouts to improve capacity will be undertaken as required.
- 1.1.9 The narrower lanes will be accommodated within the existing highway boundary by the widening of the existing carriageway into the existing verge. It is intended that the existing structures will be retained but where they are to be utilised as part of the vehicle restraint system, strengthening will be undertaken as required.
- 1.1.10 The proposed speed limit for the scheme is 50mph between junction 74 (Scotswood) and junction 78 (Kingston Park) to satisfy weaving length and set-back requirements. This represents a reduction in speed limit from the existing limit of 70mph. The speed limit between junction 78 (Kingston Park) and junction 79 (North Brunton) is to be retained at 70 mph.
- 1.1.11 As this was a single option scheme the Public Information Exhibitions were held at this stage to provide details of the scheme and gain public opinion on the improvement option being considered for this section of the A1.
- 1.1.12 These events were also used to provide an update on the development of design on the proposed closure of Birchfield Gardens access road. Following the exhibitions that were held in May and October 2016, further work was undertaken to assess potential alternative options to retain Birchfield Gardens access road. This is a key issue for the local community of Lemington Ward. The following alternative options were presented to the public:

- **Option 1:** Birchfield Gardens as Existing Give-Way and junction 74 (Scotswood) as two lane Gain
- **Option 2:** Birchfield Gardens as Lane Gain and junction 74 (Scotswood) as two Lane Gain
- **Option 3:** Birchfield Gardens as Lane Gain and junction 74 (Scotswood) as Lane Gain
- **Option 4:** Birchfield Gardens as Lane Gain with lane configuration change on approach to junction 75 (Denton Burn) and junction 74 (Scotswood) as two Lane Gain

1.1.13 Since these events were held the operation and safety of leaving the access road open against the proposed closure and re-routing of traffic onto the local road network has been reviewed. As a result of this work we have concluded that we will keep the access road at Birchfield Gardens open.

1.1.14 The residents of Lemington Ward were informed of this at the beginning of November 2017 and a drop in session was held for them at Lemington Resource Centre on 2 December.

2 GENERAL

2.1.1 The Public Information Exhibitions provided residents and other stakeholders an opportunity to meet the project team, to provide their views and discuss any concerns they may have with the proposed scheme. The local businesses and residents were also able to provide local knowledge that may help the project team to improve their designs

OBJECTIVES FOR THE PUBLIC INFORMATION EXHIBITIONS

2.1.2 The objectives of these events were to provide the public with:

- An overview of the scheme
- An update on what had been accomplished to date
- An understanding of what happens next
- Information of how they can raise issues and concerns with Highways England
- An update on the work done since the publication of the Birchfield Gardens consultation report, that provided an overview of the feedback received on the potential closure of the access road and was issued in April 2017.

PUBLIC INFORMATION EXHIBITION ARRANGEMENTS

2.1.3 The list of the Public Information Exhibitions held can be found below:

- 10 July – 11am to 6:30pm
Kingston Park Community Centre,
102 Brunton Lane, Newcastle Upon Tyne, NE3 2SW
- 12 July – 10am to 6:30pm
Fawdon Community Centre,
Fawdon Park Road, Newcastle Upon Tyne, NE3 2PL
- 13 July – 10:30am to 5:30pm
Outer West Library,
Denton Way, Denton Park, NE5 2QZ
- 14 July – 10am to 6:30pm
Holiday Inn Gosforth,
Great North Road, Seaton Burn, Newcastle, NE13 6BP
- 18 July – 10am to 6:30pm
Blakelaw Community Centre,
Binswood Avenue, NE5 3PN
- 19 July – 11:30am to 6:30pm
Lemington Resource Centre,
Tyne View, Newcastle, NE15 8RZ
- 27 July – 10:30am to 7pm
Newcastle International Airport
Woosington, Newcastle Upon Tyne, NE13 8BZ

- 28 July – 10:30am to 7pm
Intu Metrocentre
Gateshead, NE11 9YG
- 3 August – 10:30am to 7pm
Team Valley, UK Land Estates,
Axis Building, Maingate, Kingsway North, Gateshead, NE11 0BE
- 4 August – 10:30am to 7pm
Washington Services A1(M) between Junction 64 and Junction 65
Birtley, Chester le Street, DH3 2SJ

2.1.4 The events were publicised using the following methods:

- Flyers were issued to approximately 72,000 residents to advise them of when, where and why the events were being held
- Information was sent via email to ward councillors and MPs
- Posters were displayed in local libraries and community centres
- A press notice advertising the events was released to local media in Newcastle and the wider region
- Highways England Twitter account was used to notify followers of the events
- The scheme webpages were regularly updated, residents are able to subscribe to email alerts to keep informed with the latest developments

2.1.5 At the events, seven boards with information regarding the scheme were on display to the public:

- Welcome
- Regional Improvements
- Regional and Local Benefits
- The Proposed Option
- Discounted Option B
- Birchfield Gardens
- What Happens Next

2.1.6 An aerial 3D flythrough video of the scheme was displayed at the Public Information Exhibitions to provide a visualisation for one of the four options for Birchfield Gardens.

2.1.7 Questionnaires were provided to collate the views of the public. They were included within the information booklets provided at the event, detailing the scheme and its benefits. The questionnaire was a pull out and could be folded in such a way that it could be posted directly by freepost or alternatively could be filled out at the event and left with the team on the day.

2.1.8 For those members of the public who were unable to attend the exhibition the flyer included a link to the Highways England webpage where they were able to complete a questionnaire online. The questionnaires were collated and have been reviewed by the project team which form the basis of the information in this report.

EFFECTIVENESS OF THE EVENTS

2.1.9 The events were attended by 750 members of the public over 10 days. There were 272 questionnaires submitted, 96 of which were submitted online via the Highways England website. Overall 36% of people that attended submitted a questionnaire.

EVENT NAME	ATTENDANCE
Kingston Park Community Centre	200
Fawdon Community Centre	73
Outer West Library	122
Holiday Inn Gosforth Park	81
Blakelaw Community Centre	26
Lemington Resource Centre	110
Newcastle International Airport	22
Intu Metrocentre	82
Team Valley, UK Land Estates	16
Washington Services A1(M) between Junction 64 and Junction 65	18
Total number of attendees	750

Table 2-1: Attendance at each event

2.1.10 The venue locations stretched along the length of the A1 Scotswood to North Brunton scheme and spanned through various wards. A range of locations were chosen to help increase the number of residents attending and to maximise feedback.

2.1.11 In addition to local community centres the Intu Metrocentre, Team Valley Trading Estate, Newcastle International Airport and Washington Services were also chosen to engage with a wider group of customers and targeted strategic road users who may not live locally. All of these locations had a high influx of people daily, so by arranging events at these locations it helped take the scheme to the wider public and capture a diverse range of views. It also offered the potential to gather some non-local feedback and views of A1 users who do not live adjacent to the scheme.

2.1.12 Weather can impact attendance at events. The weather over the period of these events consisted mostly of sunny periods with occasional showers. It should be noted however that both Wednesday 12 July and Tuesday 18 July were very sunny and this may have reduced the likelihood of the public attending the exhibitions.

2.1.13 To ensure as wide as possible participation in the Public Information Exhibitions, Highways England released several press notices advertising the event to numerous media outlets in Newcastle and the wider area. These included both radio and television the full list is included below:

- ITV Tyne Tees
- BBC Look North
- BBC Newcastle
- Capital/Heart North East
- Newcastle Chronicle/Journal
- TFM Radio
- Star Radio
- Made in Tyne and Wear
- Metro Radio

- 2.1.14 The Newcastle Evening Chronicle published an online article on Friday 30th June titled “*More A1 roadworks: Another upgrade is on the way this time in Newcastle*” (<http://www.chroniclelive.co.uk/news/north-east-news/more-a1-roadworks-another-upgrade-13263174>). A further article published on Monday 10th July titled “*A1 Newcastle roadworks: Where they will be, how long they will take and when do they start?*” (www.chroniclelive.co.uk/news/north-east-news/roadworks-a1-scotswood-brunton-why-13309042).
- 2.1.15 On Thursday 6th July BBC Look North (North East and Cumbria) highlighted the upcoming Public Information Exhibitions. Online the live reporting page included a link to Highways England website for further information about the proposals and events.
- 2.1.16 BBC Radio Newcastle made mention of the scheme and Public Information Exhibitions on their afternoon news bulletin on Monday 10th July. It was mentioned a second time on the same day during their broadcast show at 4pm.

FEEDBACK ON PUBLIC INFORMATION EXHIBITIONS

- 2.1.17 The feedback from the Public Information Exhibitions was generally positive. Some attendees (17%) appreciated that the events were spread over a number of days at various locations. The positive feedback included satisfaction with the way queries and concerns were dealt with. The attendees felt their comments were addressed in a clear and friendly manner. Attendees were happy to see Highways England and the project team arranging events to speak to them about the scheme and they appreciated the opportunity to provide their feedback.
- 2.1.18 Based on feedback from attendees on the day the public found it difficult to locate the event held at the Intu Metrocentre. If this location is to be selected for any further events well-placed signs and directions should be used outside and inside the shopping centre to help guide the members of the public and details of the mall and floor should be included in any flyers / letters / publicity issued in advance of the event.
- 2.1.19 Some attendees who travelled to Newcastle Airport to visit the event expressed concerns that they had to pay for parking. In future residents should be warned if there is no free parking available.

3 LOCAL PREFERENCE

ANALYSIS OF QUESTIONNAIRE RESPONSES

3.1.1 A copy of the questionnaire and brochure is included within Appendix A of this report.

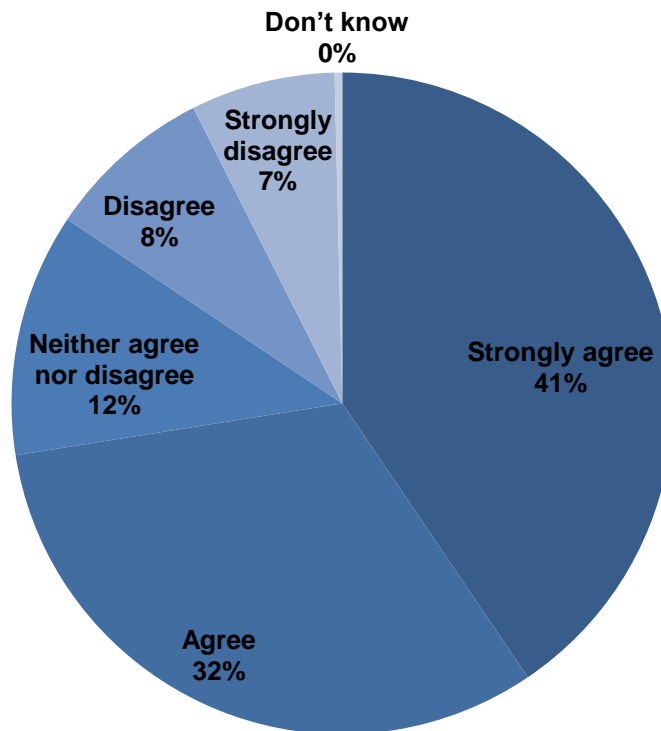
QUESTION 1

3.1.2 “To what extent do you agree, or disagree, with the need for improvements on the A1 between Scotswood and North Brunton?” Overall 99% of the questionnaires included a response to this question.

OPINIONS	NUMBER OF RESPONSES
Strongly agree	109
Agree	86
Neither agree nor disagree	32
Disagree	22
Strongly disagree	19
Don't know	1
No responses	3
Total number of questionnaires	272

Table 3-1: Opinion on the need for improvement works

Figure 3-1: Opinion on the need for improvement works



- 3.1.3 The majority of the public (73%) indicated that they either agreed or strongly agreed with the need for improvements along the A1 Scotswood to North Brunton. Those who disagreed or strongly disagreed (15%) also expressed their disapproval in the next question (*paragraph 3.1.6*) regarding the proposed improvement option for the A1 between Scotswood and North Brunton.
- 3.1.4 It is noticeable that a small fraction (12%) of responses had chosen “*Neither agree nor disagree*” in many cases this was because they did not experience many delays or problems with the A1 and are currently satisfied with the A1 between junction 74 (Scotswood) and junction 79 (North Brunton). Some reasons given for this included driving outside of peak times and not using the A1 on a frequent basis.
- 3.1.5 On review of respondents that answered disagree (8%) or strongly disagree (7%) to this question, the vast majority were situated in the Lemington Ward area. It is believed that the reason for these responses were due to the initial proposal to close the Birchfield Gardens access road. Although the Public Information Exhibitions offered potential alternative options to retain the Birchfield Gardens access road, members of the public from the Lemington Ward felt they needed to continue to voice their concerns against this potential closure. This is reflected by some of the answers to later questions.

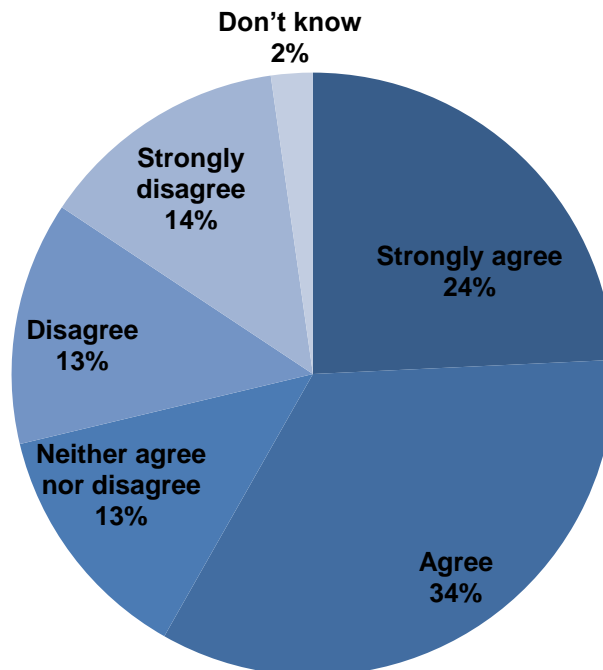
QUESTION 2

3.1.6 The public were asked if they agree or disagree with the statement, “I support the proposed improvement option for the A1 between Scotswood and North Brunton”. They were also given space to provide more details on why they are in support or not in support of this option. Overall 99% of the questionnaires included a response to this question.

OPINIONS	NUMBER OF RESPONSES
Strongly agree	65
Agree	91
Neither agree nor disagree	35
Disagree	35
Strongly disagree	36
Don't know	6
No responses	4
Total number of questionnaires	272

Table 3-2: Scale of support for the proposed improvement option

Figure 3-2: I support the proposed improvement option for the A1 between Scotswood and North Brunton



3.1.7 Out of the 272 responses to question two, 58% either strongly agree or agree. In the further information provided by respondents, it was noted that they are in support of the scheme because they believe that the improvements to the scheme will alleviate much of the congestion. Further comments expressed that the improvement works are needed and an upgrade is overdue especially considering the possibility of an increase in traffic because of plans for new homes and businesses in the vicinity of the A1. Hence the scheme would support future economic growth by generating increased capacity on the A1. Further breakdown of specific responses are included in *Table 3-3*.

3.1.8 The majority of those that chose either strongly disagree or disagree in the first question (58%), answered in the same way for question two. One of the most common reasons for their disapproval was because of the potential closure of Birchfield Gardens. Residents adjacent to Birchfield Gardens are also concerned that the road works and diversions will be a nuisance and cause disruption. Out of 272 questionnaire responses received 46 (17%) respondents expressed their disapproval of the potential closure of Birchfield Gardens.

3.1.9 *Table 3-3* below contains a fully compiled list of the additional responses received as part of question 2:

KEY RESPONSES	NUMBER OF RESPONSES
The improvement is needed and will reduce congestion	91
Disagree with the closure of Birchfield Gardens	46
An additional lane will help reduce congestion	17
50mph speed limit should be enforced throughout	15
The proposals will not make a difference	13
Safety concerns	11
Concerns about environmental impact (noise, pollution, green space)	10
The improvements will help reduce problems on slip roads	9
Satisfied with the current arrangement	8
70mph speed limit should be enforced throughout	7
The overall cost of the scheme is excessive	6
Better access is needed to and from Kingston Park	4
Concerns about disruption and delays from construction	4
HGVs struggle with lane discipline	4
Delays around Blaydon Bridge	4
Impose a variable speed limit (50mph during peak times, otherwise 70mph)	3
Lack of information regarding pedestrians, cyclists and disabled access across the scheme	2
Total number of responses	254

(Note: There were multiple opinions expressed within a single questionnaire)

Table 3-3: Key responses Question 2

3.1.10 There is a noticeable split of opinion in the above table about the speed restrictions proposed on the A1. Most members of the public who have mentioned speed restrictions said the proposed 50mph speed limit must be rigorously enforced throughout the whole scheme. Many also added the need to include speed cameras or more policing along this route in order to minimise the risk of driver's speeding. Some respondents disagreed with the proposed speed limit and would like the existing speed limit to be retained at 70mph throughout the scheme. This would not be safe to implement as it would not satisfy the proposed design criteria for the scheme. The respondents also suggested a consideration should be given to implement a variable speed limit. This would mean that during peak hours the speed restriction would be 50mph and off peak would be 70mph. This shall be discussed in greater detail in *Chapter 8 Other Routes Suggested*.

3.1.11 In terms of driving safety, respondents not only mentioned driver speed, but also the lack of lane discipline, particularly with HGVs. This causes frustration which leads to poor driver judgement and decision making, particularly in periods when the road is congested.

3.1.12 Safety concerns from the table above included two main comments:

- The first was a concern about implementing narrower lanes. As previously mentioned, respondents have highlighted currently there is a lack of lane discipline along the scheme route, therefore the idea of narrower lanes has concerned some respondents. Some respondents referred to the recently completed A1 Coal House to Metro Centre scheme when discussing narrower lanes and their effect on safety.
- The second concern came from respondents who live in the Birchfield Gardens area. Their concern is that if the Birchfield Gardens access road is closed this will increase the safety risk level due to the potential increase in vehicles on the local road network. The respondents noted that there are schools in the area and that they would not feel safe with an increased number of cars on the local road network.

3.1.13 An increase in noise levels as a result of an increase in traffic was raised as an environmental concern. Respondents requested a new road surface to reduce noise and others said the noise levels would increase because of the increased number of vehicles the scheme would bring. There were also concerns about noise levels during construction and that every effort should be made to keep this to a minimum. Respondents would like to see more trees and vegetation along the A1. The concern was that the future construction would reduce this.

3.1.14 From the 272 questionnaires submitted 12 respondents (5%) who had chosen neither agree nor disagree in question two, on whether or not they support "*the proposed improvement option*", had also agreed in question one that there is a need for improvement to the A1 Scotswood to North Brunton. Comments from these respondents showed that they are not fully content with the option presented. They would like to see a variable speed limit introduced, to not close the Birchfield Gardens access road and would like to see mention of pedestrian, cycle and disabled access across the A1 as many of the current bridges and underpasses have steps.

3.1.15 There were two areas which the respondents have highlighted as having traffic issues. The first is the Kingston Park interchange. Here they have identified heavy congestion and several respondents have noticed congested traffic on the entrance and exit slip road to Kingston Park interchange, where there are nearby shopping facilities. The other area of concern was Blaydon Bridge between junction 73 (Derwenthaugh) and junction 74 (Scotswood). Respondents are concerned that the bridge will become a bottleneck and that the problem of the congested traffic is just being moved to this location by the scheme. Blaydon Bridge has two lanes, whereas from junction 74 (Scotswood) the narrower lane upgrade will include an additional lane. The Feasibility Study undertaken in 2014 did not highlight Blaydon Bridge as a priority section, therefore it is assumed that the improvement works will not affect this location instead will only ease the flow of traffic through this section.

3.1.16 The details of the overall cost of the scheme were queried. This was because some respondents were of the understanding that the proposed narrower lane option does not require any widening of the carriageway. Whereas the proposed narrower lane option will have widening along the full length of the scheme, however less than the rejected full standard lane width option.

QUESTION 3

3.1.17 This question did not restrict respondents by asking them to select an option, they were given the space to express their views fully. The question asked “Overall, how satisfied are you with the A1 between Scotswood to North Brunton?” They were asked to consider journey times, roadworks management, information, safety, surface and debris when considering their response. Overall 83% of the questionnaires included a response to this question.

KEY RESPONSES	NUMBER OF RESPONSES
Standstill and heavy traffic at peak times	60
Don't experience many problems along the scheme	54
Congestion along the A1	42
Currently the A1 is not adequate an upgrade is needed to enable it to handle the flow of traffic	28
There are safety concerns along the A1	22
An extra lane is needed	17
Experience problems on the slips roads	13
The surface along the A1 is satisfactory	8
The surface along the A1 needs improving	8
There is debris and rubbish along the A1	7
HGVs cause delays and have poor lane discipline	6
There is not sufficient information posted along the A1	4
Breakdown and refuge areas are needed to help traffic flow when there is an incident	3
There is adequate information along the A1 and there are no safety concerns	3
Total number of responses	275
<small>(Note: There were multiple opinions expressed within a single questionnaire)</small>	

Table 3-4: Key responses Question 3

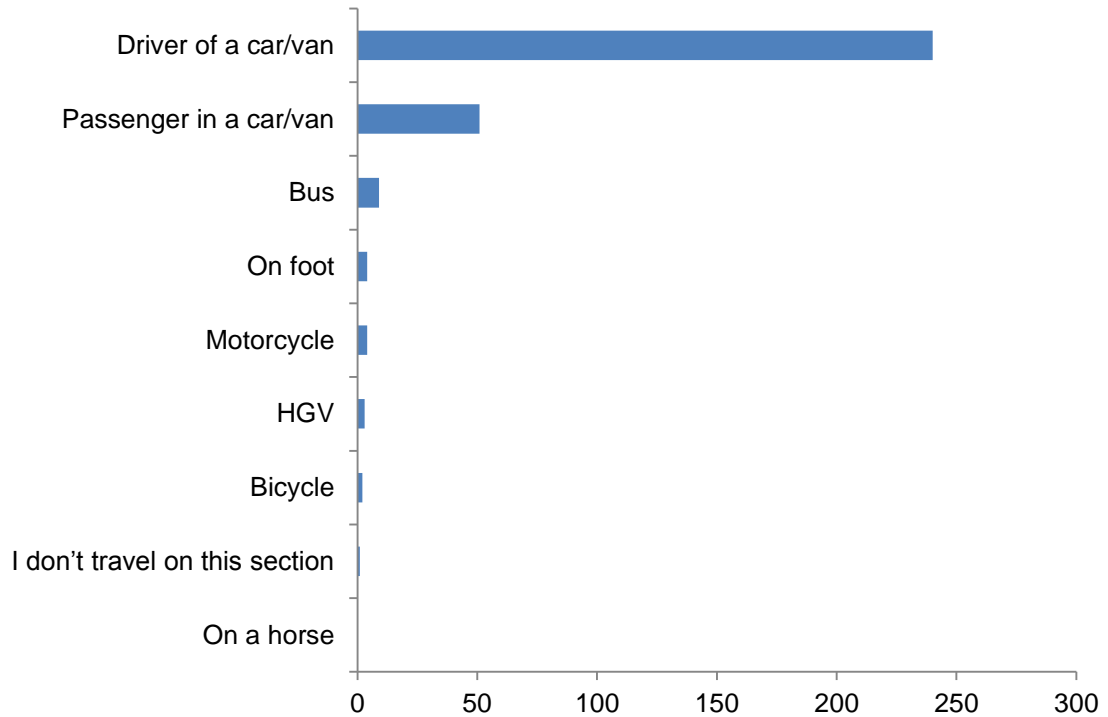
- 3.1.18 There were 76% of responses which expressed their dissatisfaction with the current A1 between junction 74 (Scotswood) and junction 79 (North Brunton).
- 3.1.19 20% of respondents said that they do not experience many problems along the scheme. The comments left by these respondents detailed that they do not use the A1 during peak hours and are therefore not experiencing the same difficulties as those travelling during peak hours.
- 3.1.20 Other positive response with regards to the current situation on the A1 was that 8 respondents (3%) found the surfacing to be satisfactory however; the same number of respondents stated that the surfacing needs improving. Further, similar example includes 4 respondents mentioning that there isn't sufficient information posted along the A1 and 3 separate respondents believe there is adequate information posted along the A1.
- 3.1.21 A total of 38% of respondents have commented about the current congestion and standing traffic on the A1. They have been split into two categories; 60 (22%) mentioned they experience standstill and heavy traffic during peak times and 42 (16%) do not mention at what period of the day they experience congestion or standstill traffic. This concern supports the need for improvement along the A1 to enable less congestion especially during peak times.

QUESTION 4

3.1.22 The public were asked “How do you normally travel on the A1 between Scotswood and North Brunton?” Overall 98% of the questionnaires included a response to this question.

Figure 3-3: Method of travel along the A1

Note: There were multiple responses within a single questionnaire



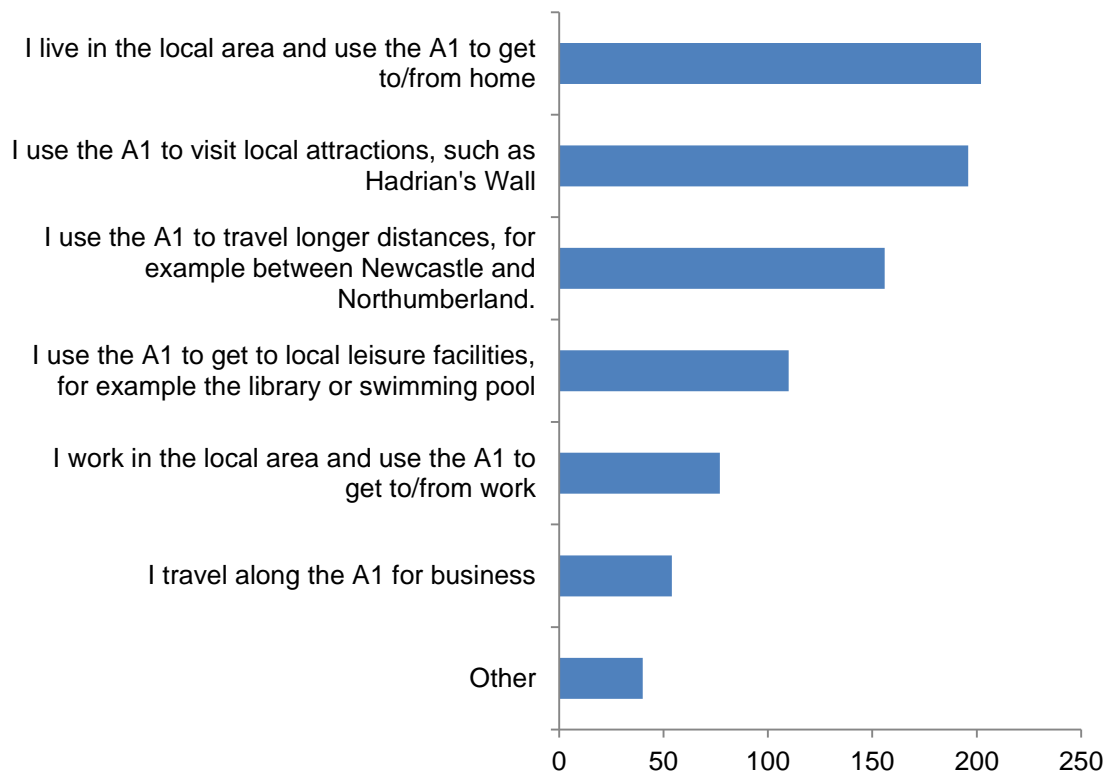
3.1.23 The most common method of travel along the A1 between Scotswood and North Brunton is by driving a car or van. In total 76% of people drove along the A1 and 16% were passengers in a car or van, the remaining forms of transport make up 7%. Most users of the A1 choose to travel via a car or van and this is estimated to increase with a growing population, new businesses and new homes being built in the vicinity of the scheme.

QUESTION 5

3.1.24 The following question asked respondents “Why do you use the A1 between Scotswood and North Brunton?” Overall 99% of the questionnaires included a response to this question.

Figure 3-4: Reason for travel along the A1

Note: There were multiple responses within a single questionnaire



3.1.25 Respondents selected several options in this question. The highest number of responses (24%) shows respondents who attended the events live in the local area and use the A1 to get to and from home. Most that chose this option also highlighted that they use the A1 to visit local attractions. These are in total 48% of the responses.

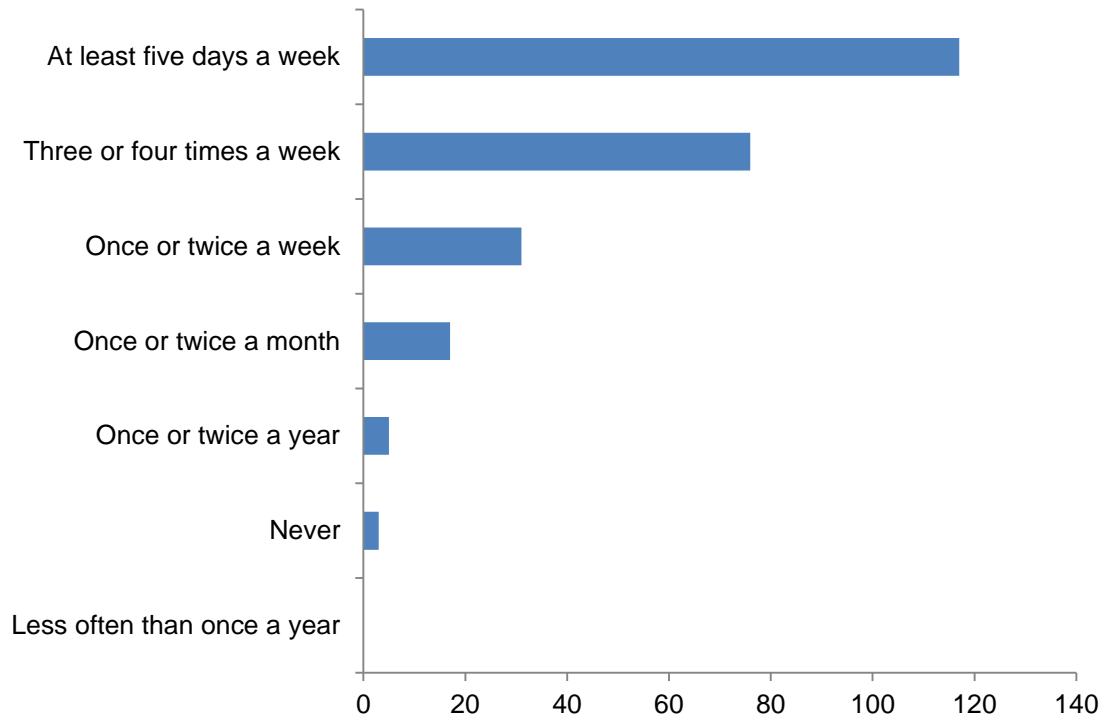
3.1.26 The high number of people (24%) that selected “I live in the local area and use the A1 to get to/from home” in combination with the response to question 6, suggests that the majority of respondents both live and work in the local area and use the A1 as part of their daily commute rather than using the local road network.

3.1.27 30% of those that selected “other” said they used the A1 between Scotswood and North Brunton for shopping. Some included locations such as the Intu Metrocentre and Kingston Park Retail Park.

QUESTION 6

3.1.28 This question asked “How often do you use the A1 between Scotswood and North Brunton?” Overall 98% of the questionnaires included a response to this question.

Figure 3-5: How often do you use the A1

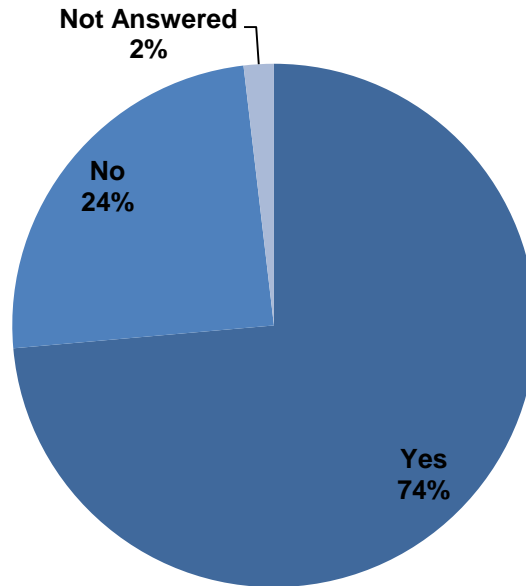


3.1.29 The results indicate that the A1 is used on a regular basis between three or four times a week up to five times a week. A total of 47% of responses to this question had selected “At least five days a week” and 30% selected “Three or four times a week”. This helps to support local opinion of the A1 between Scotswood and North Brunton being a busy road.

QUESTION 7

3.1.30 This question helped to identify whether the respondents attended the events. The question asked was simply “*Did you attend a public exhibition?*” respondents ticked either yes or no. Overall 98% of the questionnaires included a response to this question.

Figure 3-6: Did you attend a public exhibition?

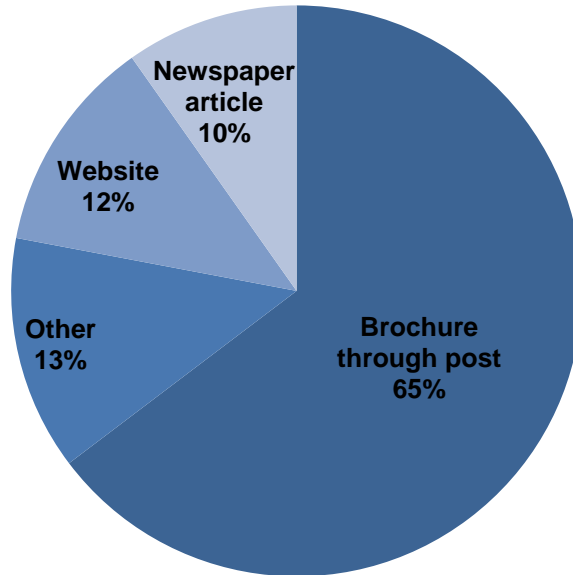


3.1.31 Almost three quarters of respondents (74%) attended one of the ten Public Information Exhibitions. Those that selected no, the majority of them submitted their questionnaires online via the Highways England website. Three respondents had emailed their questionnaires to the scheme inbox.

QUESTION 8

3.1.32 The final multiple choice question asked “*How did you hear about the public exhibitions?*”
Overall 97% of the questionnaires included a response to this question.

Figure 3-7: How did you hear about the public exhibitions?



3.1.33 65% of people heard about the events through the flyers that were posted to approximately 72,000 addresses along the length of the scheme. A number (13%) of people selected other and had either heard about the events from a poster in a local community centre or library and they also mentioned hearing about the event through word of mouth.

QUESTION 9

3.1.34 Respondents were asked “Do you have any further comments about the project or the engagement process?” here the respondents had open space to express their views and opinions. Overall 62% of the questionnaires included a response to this question.

KEY RESPONSES	NUMBER OF RESPONSES
Disagree with the potential closure of Birchfield Gardens	25
The exhibition was informative	21
Environmental concerns (noise, pollution, wildlife)	15
Concerned about disruption from construction	11
Safety concerns	10
The proposals will not make a difference	7
Impose a variable speed limit (50mph during peak times, otherwise 70mph)	6
An additional lane will help reduce congestion	6
Kingston Park interchange needs improving	5
Works need to start as soon as possible	4
A slip road from Tesco to A1 is needed	3
More details are needed on areas which will be disturbed by the works	3
Other projects close to the scheme will add to congestion and delays	3
Routes for cyclists, pedestrians and disabled access need to be considered	3
Would like 50mph speed limit throughout the scheme	3
Total number of responses	125

(Note: There were multiple opinions expressed within a single questionnaire)

Table 3-5: Key Responses Question 9

3.1.35 The number of responses received for this question was considerably lower than the other questions.

3.1.36 The comments consistently highlighted disagreement with the proposed closure of the Birchfield Gardens access road, closely followed by people commenting that the events were informative and well organised.

3.1.37 There were no sections in the questionnaire specifically regarding the Birchfield Gardens access road which led many respondents (20%) to express their concerns about it in this question, they also did so in the comments in questions two and three. Two events were held for Lemington residents regarding the potential closure of the Birchfield Gardens access road in May 2016 and October 2016 with a report published that summarises the findings of these events (refer to: www.highways.gov.uk/a1scotswood). At the events held between July and August 2017 four alternative options to keep the Birchfield Gardens access road open were presented. At that time it was not possible to confirm what the final decision regarding the access road would be.

3.1.38 Some comments were repeated from the comments received for question two and three.

INFORMATION ABOUT QUESTIONNAIRE RESPONDENTS

3.1.39 Respondents were given the option to answer questions regarding their age, gender and if they classed themselves as having a disability. The results can be found in Figures 3-8 to 3-10.

Figure 3-8: Age

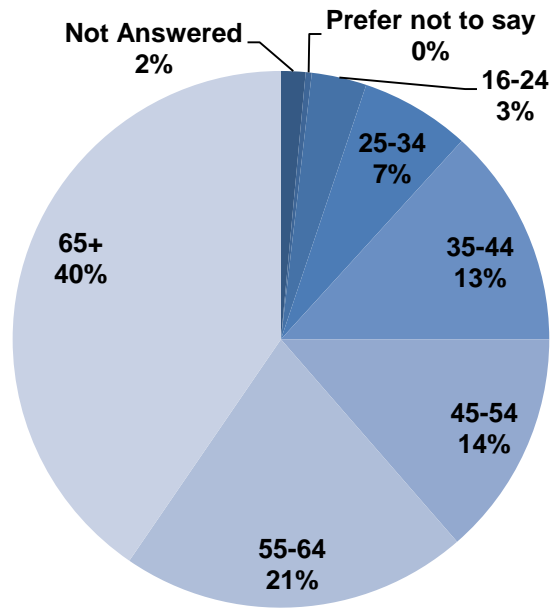


Figure 3-9: Gender

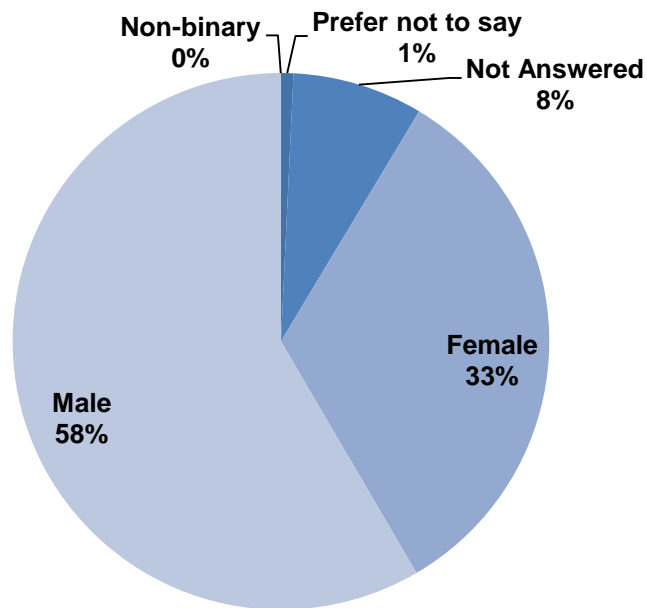
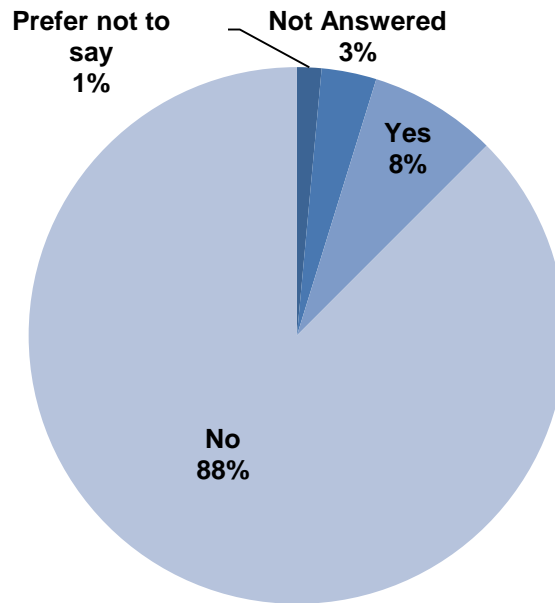


Figure 3-10: Disability



3.1.40 From the pie chart regarding age it can be noted that the majority (61%) of those who submitted a questionnaire were 55 years old or older. In future, further consideration will be given to how information can be gathered from a more diverse age group.

3.1.41 In regards to gender there was a male majority that provided feedback.

3.1.42 A total of 8% classified themselves as disabled.

4 MAIN FACTORS

- 4.1.1 This section of the report focuses on the views expressed by the public regarding the design of the A1 Scotswood to North Brunton scheme.

BIRCHFIELD GARDENS

- 4.1.2 The previous Public Information Exhibitions held in May and October 2016 (refer to: www.highways.gov.uk/a1scotswood for the report from these events) regarding the Birchfield Gardens access road concluded that the public were not in favour of the possible closure of the access road on to the J75 (Denton Burn) exit slip road. This was reiterated by the responses given by the public at these information events.
- 4.1.3 Five options were presented at the Public Information Exhibitions, four of which would allow the Birchfield Gardens access road to be retained. A small number of the public actually commented on which of the four options they preferred, however, because the direct question of which option the public preferred wasn't asked, a definitive conclusion could not be made other than the public would prefer the access road to remain open.
- 4.1.4 The feedback given for the Birchfield Gardens access road remaining open included the increased journey times of daily commutes for residents in the Lemington Ward area, increased congestion throughout the area and a higher safety risk caused by the increased traffic and close proximity of several schools in the area.
- 4.1.5 Following further assessment of the options, which has included their operation, safety and impact on the local network, it has been concluded that Birchfield Gardens access road can remain open and this will form part of the design moving forwards.
- 4.1.6 This news was communicated to local MPs and Councillors via letter, as well as Lemington residents and on the 02 December 2017 a drop-in-event was held at Lemington Resource Centre.

MAINLINE SAFETY

- 4.1.7 The continuation of narrower lanes along the A1 like those used on the recently completed A1 Coal House to Metro Centre is a concern for the public. The public feel that the A1 is a major route for HGV traffic which can have trouble with lane discipline, especially through the newly constructed section of the A1 where the lane widths have been narrowed to avoid the reconstruction of existing bridges.
- 4.1.8 There has been significant consideration given to the use of narrower lanes, and in particular the suitability for use by HGV's. As part of the scheme lanes one and two will be designed for use by HGV's and lane 3 permitted for use by cars only. The proposed lane widths for this scheme starting from the nearside lane (adjacent to verge) to the offside lane (adjacent to central reserve) are 3.5m, 3.4m and 3.2m, with HGVs are prohibited from using the offside lane.
- 4.1.9 With the speed limit reduction to 50mph from the existing 70mph, some members of the public have asked how the new speed limit will be enforced and have asked for speed cameras to be installed as part of the scheme. An urban carriageway has been adopted along the scheme length. This will have a kerbed edge which will help it feel more constrained than a 70mph road. As it stands the enforcement of speed restrictions will continue to be the responsibility of the local police authority. However, Highways England will remain in consultation with the local police throughout the development of the scheme where they can assess whether speed cameras will be required.

- 4.1.10 The introduction of breakdown and refuge areas along the scheme was spoken about within the questionnaire returned. An assessment for the use of breakdown and refuge areas shall be completed as part of the Preliminary Design Stage which is the next stage of the design process.

ENVIRONMENT

- 4.1.11 The key issues regarding the environment from the public was the impact the scheme will have on noise levels and air pollution. There is a concern that the increased traffic will lead to higher noise levels and air pollution, therefore having an adverse effect on local resident's quality of life. The public have asked for the use of low noise road surfacing and noise barriers to at least maintain the noise levels as they currently are.
- 4.1.12 A detailed environmental study is currently being undertaken to assess the effects the scheme will have on the local area. Part of this study will include a noise assessment which will consider the use of noise barriers and low noise road surfacing as well as any other mitigation to offset the impact of the scheme.
- 4.1.13 It has been suggested by four respondents (2%) that more trees should be planted along the scheme to improve the general landscape.

DISRUPTION DURING CONSTRUCTION

- 4.1.14 Concerns were raised regarding noise and construction works undertaken at night and what measures would be put in place to reduce these impacts. A detailed construction plan will be put in place when a contractor has been appointed to undertake the construction works; this will include the use of night works.
- 4.1.15 Congestion and 'rat running' is also a concern during construction as the A1 is a major commuter route. The region has had frequent highways construction projects running over the last few years, so local members of the public are concerned about further works and delays. The contractor, once appointed, will work in conjunction with Newcastle City Council to minimise delays caused by construction and deter rat running through local communities.
- 4.1.16 Engagement with the A1 Birtley to Coal House scheme, which is taking place between junctions 65 and 67, will continue throughout the development. Clear communication will allow in minimising disruption during construction.
- 4.1.17 In the North-East two A19 schemes are being brought forward meaning the region can benefit from these improvements earlier. The A19 Testos scheme will now take place earlier in 2018/19 and the A19 Downhill Lane scheme earlier in 2019/20. Both of these schemes will provide a boost to the regional economy by aiding the development of the International Advanced Manufacturing Park located next to the A19, they will also reduce congestion and improve journeys for drivers across South Tyneside and Sunderland. In order to minimise the impact on local communities Highways England have rescheduled the timing of the A1 Birtley to Coal House improvement to take place in 2020/21. There are a large number of roadworks planned for the A1 and A19 and this will mean motorists will face the fewest possible delays when travelling in the region. The A1 Scotswood to North Brunton Scheme has not been delayed and is progressing to previously published timescale to start construction by March 2020.

NON-MOTORISED USERS

4.1.18 The scheme itself will have no impact on the current facilities. However, Highways England maintenance team who deal with smaller improvement schemes and maintenance for this section of the A1 undertook a study of the Non-Motorised Users (NMFU) facilities in the area in 2015. As a result they have a seven year implementation programme which has been identified from 2016 to 2023.

5 NON-LOCAL VIEWS

- 5.1.1 Previous public engagement in 2016 for the scheme has been in the form of public information exhibitions regarding the potential closure of the Birchfield Gardens access to the A1. Due to the localised nature of this consultation invites were only sent out to the residential area of Lemington Ward.
- 5.1.2 It was important to gather the views of the public along the length of the scheme, as previously stated invites were sent out to 72,000 residents. This covered an area approximately 2km either side of the A1 for the full length of the scheme. Appendix B has two heat maps showing the location of those that attended the Public Information Exhibitions and those that responded to the questionnaires.
- 5.1.3 It can be seen from these heat maps that some feedback has been received beyond the 2km scheme perimeter. This includes responses from areas adjacent to Newcastle city centre.
- 5.1.4 Four of the ten Public Information Exhibitions were located away from the scheme to offer the opportunity to gather non-local views; Newcastle Airport, Intu Metrocentre, Team Valley, UK Land Estates and Washington Services. These locations covered members of the public that may use the A1 as part of a longer journey, for retail or business purposes.
- 5.1.5 The general view of the non-local respondents, which was 3% of the total respondents, supported the scheme and agreed that improvements were needed.

6 OTHER INFORMATION

- 6.1.1 Other comments provided by the members of the public, which were not directly related to the A1 Scotswood to North Brunton scheme, are detailed in this section to inform the decision making process on the wider strategic and local road networks. Any questions that were raised were sent to the relevant bodies and their responses were issued to the public.
- 6.1.2 One of the main areas of concern outside of the scheme for members of the public was the Kingston Park area which stretches from junction 77 (Ponteland Road) to junction 79 (North Brunton). Kingston Park is a mix of residential, industrial and retail attracting a lot of traffic on and off the A1. This scheme is focused on the A1 mainline and the slip roads, there are no proposals to modify the roundabouts. However, numerous members of the public believe that junction 78 (Kingston Park) and junction 79 (North Brunton) require work to alleviate the problems on the A1 as well as a number of roundabouts adjacent to the A1.
- 6.1.3 The ownership and responsibility of junction 79 (North Brunton) is mixed with the slip roads, roundabouts and adjoining roads shared between Newcastle City Council (NCC), Great Park (Gosforth Park) and Highways England. Highways England will continue to work in close cooperation with NCC during the scheme development and construction.
- 6.1.4 There were suggestions made by numerous members of the public (2%) for a new slip road to or from the A1 to provide access to Kingston Park interchange where there are nearby shopping facilities, this will be discussed further in *Chapter 8 Other Routes Suggested*.
- 6.1.5 There were several respondents said that general traffic issues throughout the whole of Newcastle should be resolved before any construction started on the A1 and that the public transportation should be improved throughout the city. Highways England will review and assess any impact during the construction period and minimise any disruption to the users.
- 6.1.6 Comments were made that the A1 itself acts as a barrier and causes segregation between the east and west of the A1 for pedestrians and cyclists. Footbridges over the A1 are not to standard for the use of cyclists and consideration should be made for the improvement and maintenance of NMU access routes. Special mention was made to the pedestrian crossings at Kingston Park roundabout which were described as “dangerous”. Refer to Section 4.1.18 of this report regarding further work on NMU’s.
- 6.1.7 A key concern expressed for the scheme was that the construction of an additional lane would not alleviate the problems on the A1 and would simply move the problem elsewhere. Several members of the public pointed out that while the Blaydon Bridge that crosses the Tyne River remains only two lanes each way the A1 will be susceptible to “bottle necks” where three lanes of traffic have to merge into two. When the initial feasibility study was completed in 2014, it prioritised the sections of the A1 NGWB which most urgently required attention. The Feasibility Report undertaken in 2014 suggested that a significant amount of traffic on the A1 NGWB remains entirely to the north or south of the River Tyne (Blaydon Bridge). It is unlikely that significant traffic volumes pass through junction 73 (Derwenthaugh) to junction 74 (Scotswood).

7 SPECIAL CONSIDERATION

7.1.1 During the course of the public engagement period Newcastle International Airport provided their feedback on the proposed scheme. Their feedback can be found, as follows:

7.1.2 Newcastle International Airport (NIA) is the 11th largest airport in the UK. The A1 and the A696 which connects to the NIA from junction 77 (Ponteland Road), is the key strategic road corridor for passengers, staff, and suppliers to access NIA. Over 80% of journeys made to the airport are by road. Efficient and reliable surface access is therefore vital for the current operations and future growth of the airport.

The A1 and future airport growth:

- A study completed by Airport Operators Association (AOA) concluded a 5% improvement in journey times on average could deliver 2.7% uplift in passenger numbers across the UK. This growth would provide an economic benefit to the area.
- The airport's Masterplan (2013) for development up to 2030 includes growth to passenger numbers to 8.5million per annum (from 4.8million). This will add 900 on site jobs and a further 2,200 indirect and induced jobs in the region. The potential negative impact of continuing to have a constrained primary access route to the airport could severely impact on regional economic growth and connectivity.
- Although the plan sets out a strategy to grow the proportion of people accessing the airport by sustainable modes, there is a need to continue to improve the local strategic road connections to the airport to help deliver this growth.
- NIA agrees with Highways England's suggestion that the route suffers from severe delays, journey time reliability, and disruption caused by accidents. The proposed improvements to the current carriageway to provide three lanes in each direction will clearly add much needed capacity to the route and help alleviate the peak time congestion which the route suffers so badly from.
- Failure to at least implement these improvements could be detrimental to the future growth of operations at the airport and the subsequent economic benefits it will bring, especially when the impacts of other planned developments on the route are considered.

Key junction upgrades:

- As suggested in the engagement literature, the A1 will be impacted by development sites being built out in the near future, particularly consented and planned residential developments to the west of Newcastle and in Northumberland close to the administrative boundary. The studies undertaken by Newcastle City Council in 2015 and Northumberland Council in 2016 to determine the impact of the proposed / planned developments concluded that there would be a need for improvements to the A1/A696 junction 77 (Ponteland Road).
- NIA do not suggest that funding of such works should come out of this project budget. However it is apparent that given the indicated future queue lengths back onto the A1 in the aforementioned studies, caused by constrained capacity on the junction, that the positive impact of this improvement scheme could be significantly reduced.

Construction planning:

- NIA request that as the project moves toward construction planning that any particularly disruptive elements, such as multiple lane or junction closures, are scheduled to avoid these periods and that the airport is consulted when timings are known.

Road bridge pinch points:

- Although the airport is supportive of the proposed improvement scheme there is concern that the addition of extra lanes could be negated by the failure to concurrently upgrade pinch points on the route. Specifically the Blaydon, Scotswood and Allerdene bridges (beyond the scope of these improvements) would be retained as two lanes. NIA would strongly support an improvement scheme which includes upgrading of these bridges if additional funding could be secured.

8 OTHER ROUTES SUGGESTED

- 8.1.1 No alternative routes have been put forward in the questionnaire responses, but some considerations to the proposed scheme design have been suggested. These are discussed in this section.
- 8.1.2 As has previously been stated in earlier chapters some feedback indicated that variable speed limits should be considered along this stretch of the A1 so that during the off-peak periods the drivers can travel at 70mph.
- 8.1.3 The speed limit is proposed to be reduced after construction along the route. This is due to the structures in this section of the A1 restricting the width of carriageway for a standard 70mph rural all-purpose road. As a result the proposal is to reduce the speed limit to 50mph between junction 74 (Scotswood) and junction 78 (Kingston Park) for which the required width of carriageway is available. The existing speed limit of 70mph is retained between junction 78 (Kingston Park) and junction 79 (North Brunton) as there is more space within the existing highway boundary which allows us to do this on this section of the route.
- 8.1.4 There were less than 2% of respondents that expressed the opinion that standard lane widening option should have been progressed rather than the narrower lane widening. It was explained within the Public Information Exhibitions brochure that the cost of construction for full standard lane widths would be £574.5M as opposed to £149.5M for the proposed narrower lanes option (figures correct as of April 2017). The reasons for the cost difference is because construction of three full standard lanes would require the replacement of all existing major interchanges, additional land cost and the diversion of services running adjacent to the existing A1. As a result the standard lane widening option will not be developed any further, please also refer to paragraphs 1.1.6 - 1.1.7.
- 8.1.5 Another suggestion by several members of the public (2%) was the construction of a slip road on and off the A1 at Kingston Park, between junction 77 (Ponteland Road) and junction 78 (Kingston Park).
- 8.1.6 The separation between junction 77 (Ponteland Road) and junction 78 (Kingston Park) is limited. If the suggested slip roads arrangements are constructed, the required standard weaving length between the junctions will not be achievable. The weaving length is the length between an on slip and an off slip to provide sufficient length for vehicles to either come on or off the mainline safely.

9 SUMMARY OF RESULTS

QUESTIONNAIRE RESULTS

- 9.1.1 From the returned questionnaires 73% agreed or strongly agreed with the need for improvement on the A1 between Scotswood and North Brunton, 15% disagreed or strongly disagreed for the need of the improvement.
- 9.1.2 The majority (58%) of the respondents expressed that they support the proposed improvement option for the A1 between Scotswood and North Brunton. From the overall responses the most recurring comment suggested that the majority of the respondents believe the improvement work is needed in order to alleviate congestion and reduce standstill time. Some respondents (2%) had mentioned that there are plans to build new homes close to the A1, they believe the improvements will support these new developments and upcoming businesses. On completion the A1 between Scotswood and North Brunton would contribute to the region's economic growth.
- 9.1.3 A number of respondents (12 respondents, 4%) believed that the improvements are needed, however they did not agree with the improvement option presented (26%). A total of 46 respondents either disagreed or strongly disagreed to the option for improvement because of the potential impacts on the Birchfield Gardens access road. The potential closure of the Birchfield Gardens access road remained a key issue which concerned the residents of Lemington Ward. In total 58% support the proposal whereas 27% disagree with the proposals. After analysing the responses it was noticed that over half of the respondents who disagreed with the proposal also were displeased about the potential closure of Birchfield Gardens access road. If this contentious issue was not a concern the support for the overall scheme proposal could be greater.
- 9.1.4 The general perception given by the public was that they were not satisfied with the existing A1, as they experience heavy congestion and frequent standstills during peak hours.
- 9.1.5 The majority of respondents travelled by car along the A1 to get to and from home/work, as well as visiting local attractions, facilities and shopping centres. They use the A1 at least three or four times a week and mostly five times. This suggests that the feedback gathered by this report provides a good insight in to how the public views the A1 Scotswood to North Brunton during peak hours.
- 9.1.6 74% of questionnaire respondents attended at least one exhibition. Most of the public that attended heard about it via the flyers sent through the post. The next most popular answer selected was "other", which they gave as being through word of mouth and social media.

WRITTEN COMMENTS

- 9.1.7 Comments given by the public were varied, but there were a number of reoccurring themes and concerns that appeared. The primary concern raised by respondents (20%) was the potential closure of the Birchfield Gardens access road.
- 9.1.8 The public raised safety concerns about the proposed narrower lanes. Their current experience of other narrower lane schemes is the recently completed A1 Coal House to Metro Centre scheme, where the lane widths narrower more than those proposed by this scheme. A1 users have witnessed problems with HGV lane discipline along the stretches of narrower lanes between Coal House and the Metro Centre junctions and they are concerned that any further lengths of narrower lanes will only make matters worse and possibly cause accidents.

- 9.1.9 The public (12%) is concerned that with increased capacity, the A1 will also have increased issues with noise and air pollution. They want efforts made to retain and where possible increase the amount of trees and vegetation adjacent to the A1.
- 9.1.10 Some (6%) respondents suggested that this scheme would just move the congestion problem elsewhere on the network, highlighting the fact that the A1 has been and will be increased to three lanes north and south of the River Tyne, but that Blaydon Bridge will remain two lanes potentially causing a bottleneck. Kingston Park junction has also been mentioned as requiring work to improve congestion in the area.
- 9.1.11 Speed limit enforcement was mentioned by 7% of respondents in the written comments. Questioning whether the new speed restrictions would be enforced by the local police or via speed cameras.
- 9.1.12 Having already experienced large highway projects on the network (A1 Coal House to Metro Centre) in the local area, the public (9%) are concerned about the amount of disruption and therefore traffic delays they are likely to encounter during the construction works.
- 9.1.13 There were 2% of respondents who commented in relation to NMU facilities and the city segregation caused by the A1 itself.
- 9.1.14 The public (3%) believes there is an issue with debris and rubbish on the A1 and that Highways England should have a greater focus on the maintenance and upkeep of the network. These maintenance issues have been noted and the details have been provided to the Highways England area maintenance team.

10 CONCLUSIONS

- 10.1.1 The A1 Scotswood to North Brunton scheme is generally well supported by the public (58%) who see the need to upgrade this section of the A1 to alleviate the current congestion, manage predicted traffic increases and promote economic growth in the region.
- 10.1.2 The potential closure of the Birchfield Gardens access road remains a point of concern for the residents of Lemington Ward. They see the closure as a potential safety concern due to the increased traffic passing through residential estates, as well as increasing journey times and driver frustration.
- 10.1.3 The public has asked for consideration for the quality of life of those residents adjacent to the A1 along this scheme. This includes consideration of the implementation of noise barriers to alleviate the additional noise pollution from increased traffic and retain any trees and vegetation.
- 10.1.4 The public questioned the enforcement of the reduced speed limit, whether it would continue to be the responsibility of the local police authority or if speed cameras would be introduced. Highways England will continue to liaise with local police authorities throughout the development of the scheme.
- 10.1.5 There have been some members of the public that have expressed concerns with the narrower lanes used along the recently completed A1 Coal House to Metro Centre scheme, where they have witnessed HGVs struggling with lane discipline. The use of narrower lanes is being developed in line with the Highways England safety standards which are approved by the Department for Transport (DfT). There will be continued monitoring of the A1 Coal House to Metro Centre scheme and feedback will be examined.
- 10.1.6 An assessment for the use of breakdown and refuge areas shall be completed as the design progresses, as mentioned in Chapter 4 Main Factors.

Appendix A

A1 Scotswood to North Brunton improvement scheme brochure and questionnaire



A1

Scotswood to North Brunton improvement scheme



Introduction

Highways England is a Government run company. We are responsible for the operation, maintenance and improvements to England's motorways and major A roads. This includes delivery of the Government's Road Investment Strategy (RIS) commitments, published in 2014 by the Department for Transport.

The RIS outlines how the Government plans to invest in the Strategic Road Network (motorways and major A roads) in England between 2015 and 2020. The RIS made a commitment to make improvements to the A1 between Scotswood and North Brunton, as well as further improvements to the A1 Newcastle Gateshead western bypass between Birtley and Coal House and Coal House and the Metro Centre. Work completed on the A1 Coal House to Metro Centre in summer 2016 and a consultation was held for plans to upgrade the Birtley to Coal House section in autumn 2016. We are now seeking your views on the proposed upgrade to the A1 between junction 74, Scotswood and junction 79, North Brunton.

The A1 Newcastle Gateshead western bypass currently experiences delays, journey time reliability issues and accident problems. These are forecast to worsen in the future as a result of traffic growth from development sites in the region. These will have a direct impact on traffic conditions once they have been developed. If we don't act, the issues on this section of the A1 will get worse and have a negative impact on the growth of the local and regional economy.



We want to hear your views

During July and August 2017 we are holding a number of public information exhibitions. This is your opportunity to meet the project team, give us your views and discuss any concerns you may have as well as provide us with your local knowledge that may help us to improve the design.

It is important that we hear these, as well as the views from local government and businesses, to help us refine our proposal as we take it forward to the next stage of design.

Details of our public exhibitions are listed to the right. The events will allow us to show you the scheme layout, how it will benefit the area and the reasons why we are carrying out the improvements.

Have your say

If you are not able to attend an event, please complete the questionnaire included with this brochure or online at:

www.highways.gov.uk/a1scotswood

Public engagement events:

1. **10 July – 11am to 6:30pm**
Kingston Park Community Centre, 102 Brunton Lane, Newcastle Upon Tyne, NE3 2SW
2. **12 July – 10am to 6:30pm**
Fawdon Community Centre, Fawdon Park Road, Newcastle Upon Tyne, NE3 2PL
3. **13 July – 10:30am to 5:30pm**
Outer West Library, Denton way, Denton Park, NE5 2QZ
4. **14 July – 10am to 6:30pm**
Holiday Inn Gosforth, Great North Road, Seaton Burn, Newcastle, NE13 6BP
5. **18 July – 10am to 6:30pm**
Blakelaw Community Centre, Binswood Avenue, NE5 3PN
6. **19 July – 11:30am to 6:30pm**
Lemington Resource Centre, Tyne View, Newcastle, NE15 8RZ
7. **27 July – 10:30am to 7pm**
Newcastle Airport
8. **28 July – 10:30am to 7pm**
Intu MetroCentre
9. **3 August – 10:30am to 7pm**
Team Valley, UK Land Estates, Axis Building, Maingate, Kingsway North, Gateshead, NE11 0BE
10. **4 August – 10:30am to 7pm**
Washington Services A1(M) between junctions 64 and 65

Regional and local benefits

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

Supporting economic growth

The scheme will help connect key employment sites, schools, colleges and residential areas, thereby delivering major benefits. It will support Newcastle City Council's growth aspirations and provide better links to local services such as Newcastle Airport, Newcastle City Centre and the Metro Centre.

A safe and serviceable network

The scheme aims to improve safety through reduced accidents and improve journey quality, through improved journey time reliability, leading to a reduction in driver stress.

Improved environment

The environmental effects resulting from the scheme have been considered during the options identification stage. Opportunities to provide enhancements and to mitigate effects on the local environment 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 the ways to maintain or improve existing facilities for pedestrians, cyclists, horse-riders and disabled users. We are working with Newcastle City Council and Nexus to support transport improvements in and around Newcastle.

What have we done to date? The proposed option

Following The A1 Newcastle to Gateshead western bypass feasibility study, the A1 Scotswood to North Brunton scheme was announced by the government in autumn 2014.

In line with the objectives on previous page, we have been exploring potential design options and considering their value for money, impact on the environment and impact on the local community.

Maintenance and improvement of the A1 is the responsibility of Highways England. We have, however, engaged regularly with Newcastle City Council to discuss this planned improvement and ensure the work aligns with the local road network and will continue to meet regularly and ensure their feedback is incorporated into our final proposals.

Two options were brought forward from the feasibility study to be considered, these were:

Option A

Narrow lanes widening: widening to three narrow lanes within the existing highway boundary, retaining all existing bridges and structures.

Option B

Standard widening: widening to three standard width lanes and replacing all existing bridges and structures – this option would require us to purchase a lot of additional land and would have a greater impact on the local community.

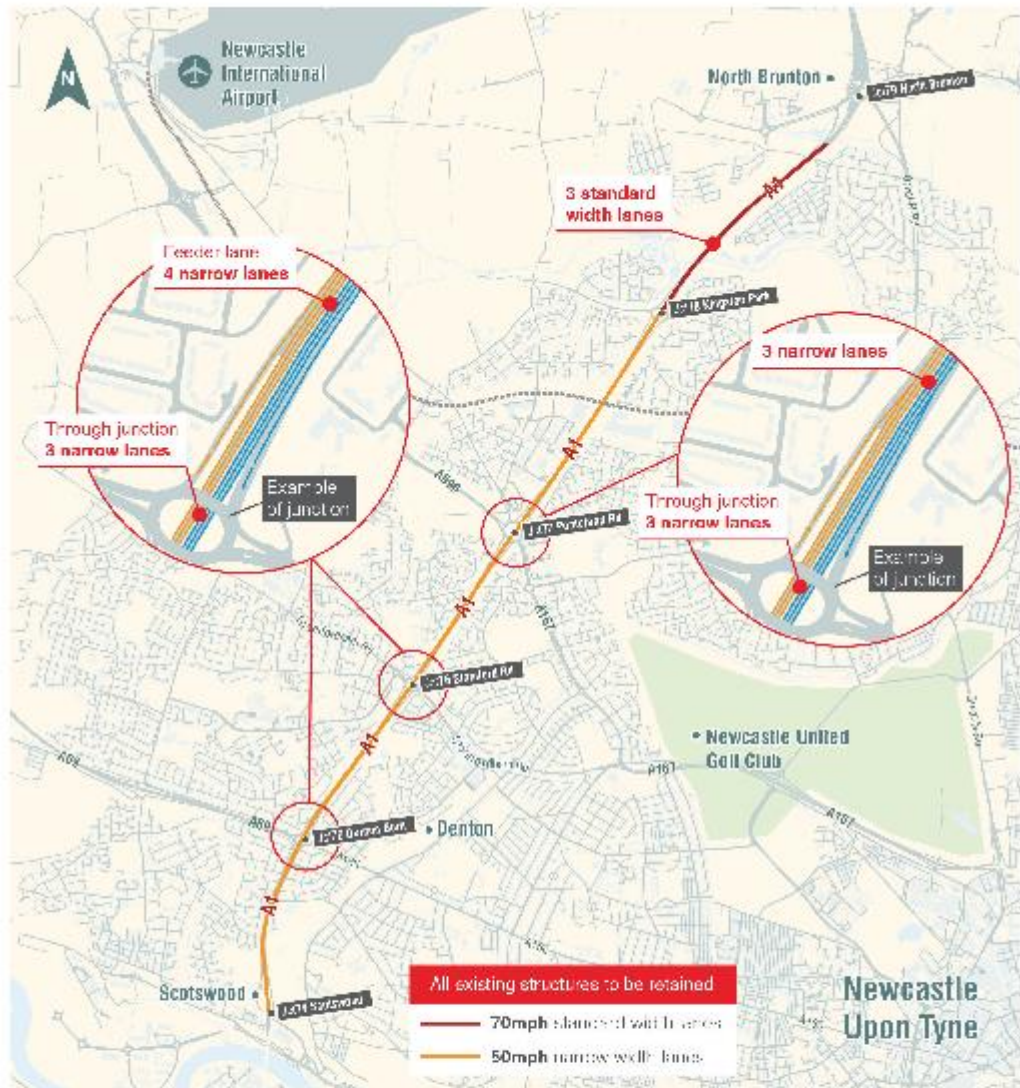
Following an assessment in 2016 it was found that standard widening would cost significantly more, £574.5million compared to £149.5million (figure correct as of April 2017) and therefore could not demonstrate the same level of value for money as option A for narrow lanes. It also would have had a much greater impact on both the local community and environment due to the land required to construct this.

Based on this assessment we are now progressing with option A, as;

- It is the most cost effective option, providing similar or greater benefits to other options, but at a lower cost,
- It is currently assessed as requiring no land outside of the highway boundary, maximising the use of the existing carriageway and minimising the impact on the surrounding community and environment,
- It requires the shortest build time and it is the simplest option to construct, meaning a safer environment for both our workforce and road users. The scheme has lower environmental impact and reduced disruption during construction phase.

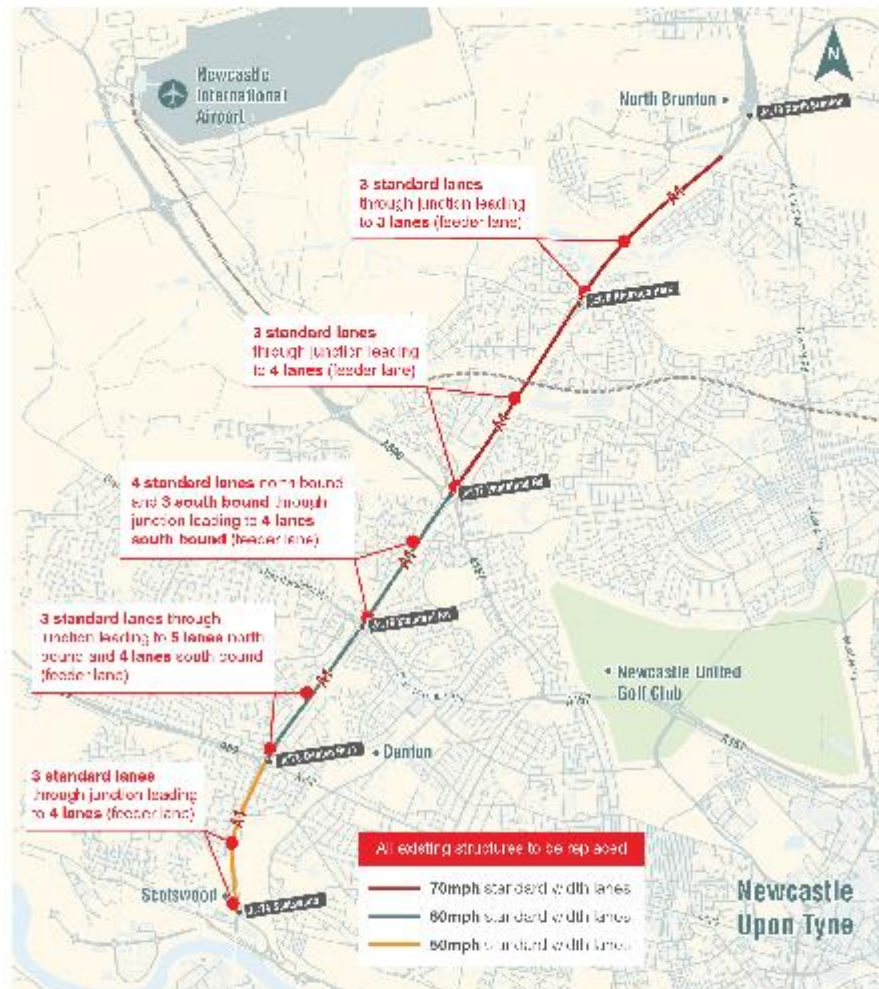
The table below illustrates the key impacts of the preferred option:

Feature	Proposed option
Air quality	The assessment of air quality is currently being undertaken. Upon conclusion we will report back on our assessment.
Noise and vibration	During construction, it is possible that significant construction noise levels could occur at some locations for short durations, although adverse impacts could be minimised through good construction practice. A noise assessment is currently being undertaken to establish predicted noise levels once the road is opened. It is anticipated that the use of low-noise surfacing will have positive impact on noise.
Landscape and visual impact	The scheme is proposed to be constructed within the highway boundary with minimal widening in the verge. This is anticipated not to have any significant landscape and visual impacts.
Drainage and the water environment	As part of the proposed scheme the drainage system will be assessed and upgraded where necessary. The scheme is anticipated to not have any significant impact on the water environment.
Geology and soils	The proposed scheme requires minimal widening in the verge with potential earthworks and/or retaining walls. It is anticipated that due to the historic coal mining/workings in the area some grouting works will be required.
Materials	We aim to minimise waste and the amount of material going to landfill through good design, good construction practice, the use of recycled materials where possible and effective management of waste.
Cultural heritage	The current scheme proposal does not have any impact on the cultural heritage sites along the route such as Hadrian's Wall.



Feature	Proposed option
Nature conservation	There are currently surveys that are being undertaken to understand the ecological habitats in the area. With the proposed minimal widening, it is anticipated that the proposed scheme has minimal impact on natural conservation.
Land take	Our proposed option does not require us to purchase or affect any private land. It is proposed that all work will be carried out within the existing highway boundary, which includes embankments, retaining walls and trees at the side of the carriageway.
Construction impacts	Our proposed option has been subject to an initial review of the construction impacts and is considered the least complex option to build. Further work will be carried out in the next stage of design development to ensure minimal disruption to traffic during the construction work.
Cost	Our proposed option is the lowest cost option and represents good value for money.
Average peak time journey change	Our proposed option is forecast to provide increased capacity on the A1 mainline and improve slip road layout. It is anticipated that flow of traffic and journey times will be improved.

Option previously considered



Reasons for rejecting this option

Following an assessment in 2015/2016, the standard lane widening option B was discounted for the following reasons:

- It would require significant additional land
- It would require demolition and reconstruction all bridges, walls, gables and footbridges
- It would require significant widening of the existing carriageway
- There would be considerable buildability issues
- High costs associated with diverting water, electricity and gas mains
- Higher scheme cost overall

Improving the A1 between Scotswood and North Brunton

Please tell us your views by completing
this questionnaire here or online at:
www.highways.gov.uk/a1scotswood

If you're returning this to us by post, please follow the folding instructions on the back page of the questionnaire and pop it in the post. Please submit your completed questionnaire by 31 August 2017.

Please provide us with your name and address. If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name

Address

Postcode

If you want to be kept informed by email about the project please give us your email address below:

Email

If you are responding on behalf of an organisation, please name the organisation, your role within it and how the views of members were gathered.

Organisation name

Your role

1. To what extent do you agree, or disagree, with the need for improvements on the A1 between Scotswood and North Brunton?

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree Don't know

2. I support the proposed improvement option for the A1 between Scotswood and North Brunton

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree Don't know

Please provide more details below on why you are in support, or not in support, of this option.

3. Overall, how satisfied are you with the A1 between Scotswood to North Brunton?

Please consider journey time, roadworks management, information, safety, surface and debris when considering your response.

4. How do you normally travel on the A1 between Scotswood and North Brunton?

Tick all that apply.

Driver of a car / van	<input type="checkbox"/>	On foot	<input type="checkbox"/>
Passenger in a car / van	<input type="checkbox"/>	Bicycle	<input type="checkbox"/>
HGV	<input type="checkbox"/>	On a horse	<input type="checkbox"/>
Bus	<input type="checkbox"/>	I don't travel on this section	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>		
Other (please state)	<input type="text"/>		

5. Why do you use the A1 between Scotswood and North Brunton?

Tick all that apply.

I live in the local area and use the A1 to get to / from home	<input type="checkbox"/>
I work in the local area and use the A1 to get to / from work	<input type="checkbox"/>
I use the A1 to get to local leisure facilities, for example the library or swimming pool	<input type="checkbox"/>
I use the A1 to travel longer distances, for example between Newcastle and Northumberland	<input type="checkbox"/>
I travel along the A1 for business	<input type="checkbox"/>
I use the A1 to visit local attractions, such as Hadrian's Wall	<input type="checkbox"/>
Other (please state)	<input type="text"/>

6. How often do you use the A1 between Scotswood and North Brunton?

At least five days a week	<input type="checkbox"/>	Once or twice a year	<input type="checkbox"/>
Three or four times a week	<input type="checkbox"/>	Less often than once a year	<input type="checkbox"/>
Once or twice a week	<input type="checkbox"/>	Never	<input type="checkbox"/>
Once or twice a month	<input type="checkbox"/>		

Public exhibitions

7. Did you attend a public exhibition?

Yes No

3. How did you hear about the public exhibitions?

Tick all that apply.

Website

Brochure through post

Newspaper article

Other (please state)

8. Do you have any further comments about the project or the engagement process?

Information to help our analysis

This section is optional but we'd be grateful if you'd tell us a little about yourself so that we understand more about the communities we serve. We will not share your personal information nor will we contact you or use it for any other purpose.

Age

16-24 55-64
25-34 65+
35-44 Prefer not to say
45-54

Gender

Male
Female
Non-binary
Prefer not to say

Do you consider yourself to have a disability?

Yes No Prefer not to say



Fold B

Business Reply
Licence Number
RSAS-ZGKK-CSUL



Freepost RSAS-ZGKK-CSUL
A1 Scotswood to North Brunton Project Team
3rd floor south
Highways England
Lateral
8 City Walk
Leeds
LS11 9AT

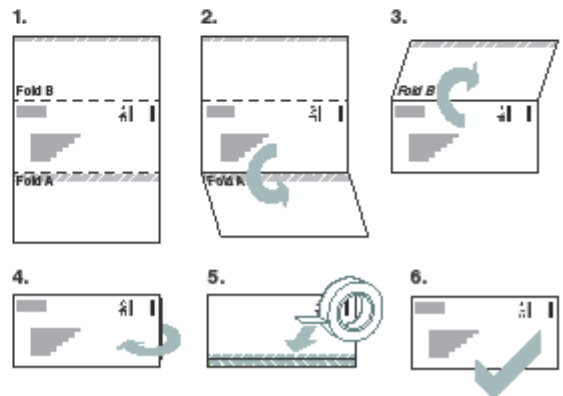
Fold A



Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



What happens next?

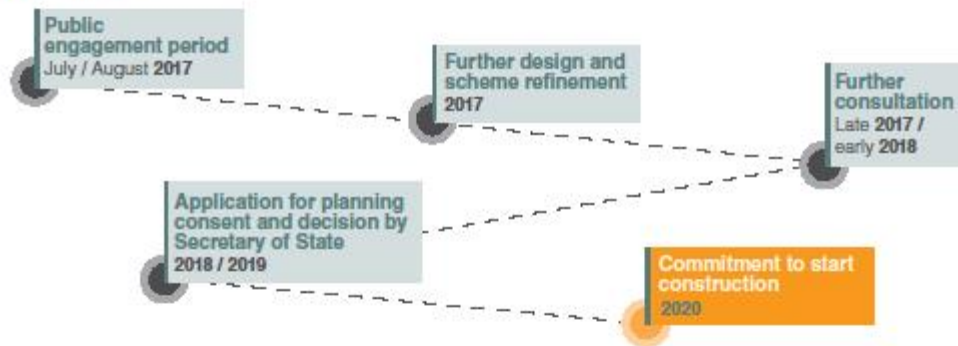
Please provide your feedback by Friday 31 August 2017 either through attending one of the public or by visiting: www.highways.gov.uk/a1scotswood

Following this, all responses will be analysed and compiled into a report which summarises the feedback. This will be published on the schemes' website. We will then refine the design, incorporating the comments provided where practicable and complete our environmental assessment work. We will then undertake further consultation before seeking planning consent to build the scheme.

Subject to securing the necessary planning consent, construction of the scheme is expected to commence March 2020.



Timeline



Keeping in touch



Online

Follow the links on:
www.highways.gov.uk/a1scotswood



Email

You can email your response to:
A1Scotswood.toNorthBrunton@highwaysengland.co.uk



Post

You can post your response to us using the pre-paid envelope provided.



If you have any queries about this project please contact us calling **0300 123 5000**

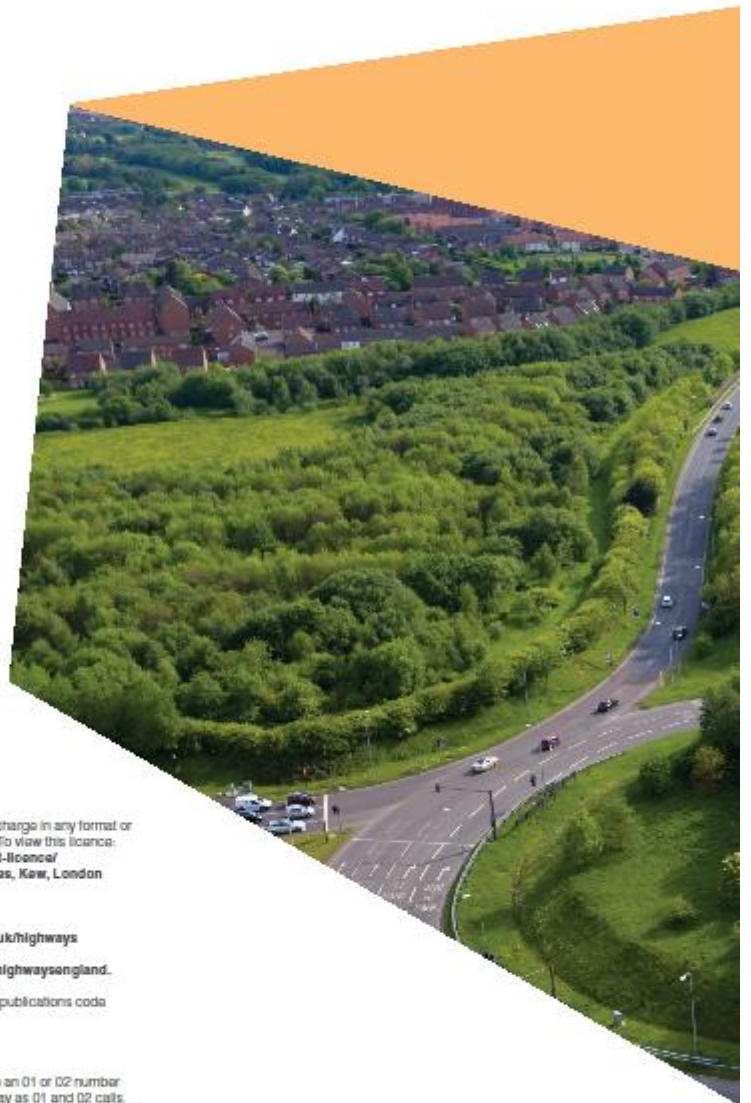
Responses

All responses should be returned by **31 August 2017**.

When making comments please provide us with your name and address, or, if you prefer your comments to be anonymous, provide only your postcode.

Further materials, including an electronic copy of this brochure and our public exhibition boards are available online or by contacting us using the details above.

If you need help accessing this or any other Highways England information,
please call **0300 123 5000** and we will help you.



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This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code PR02/17

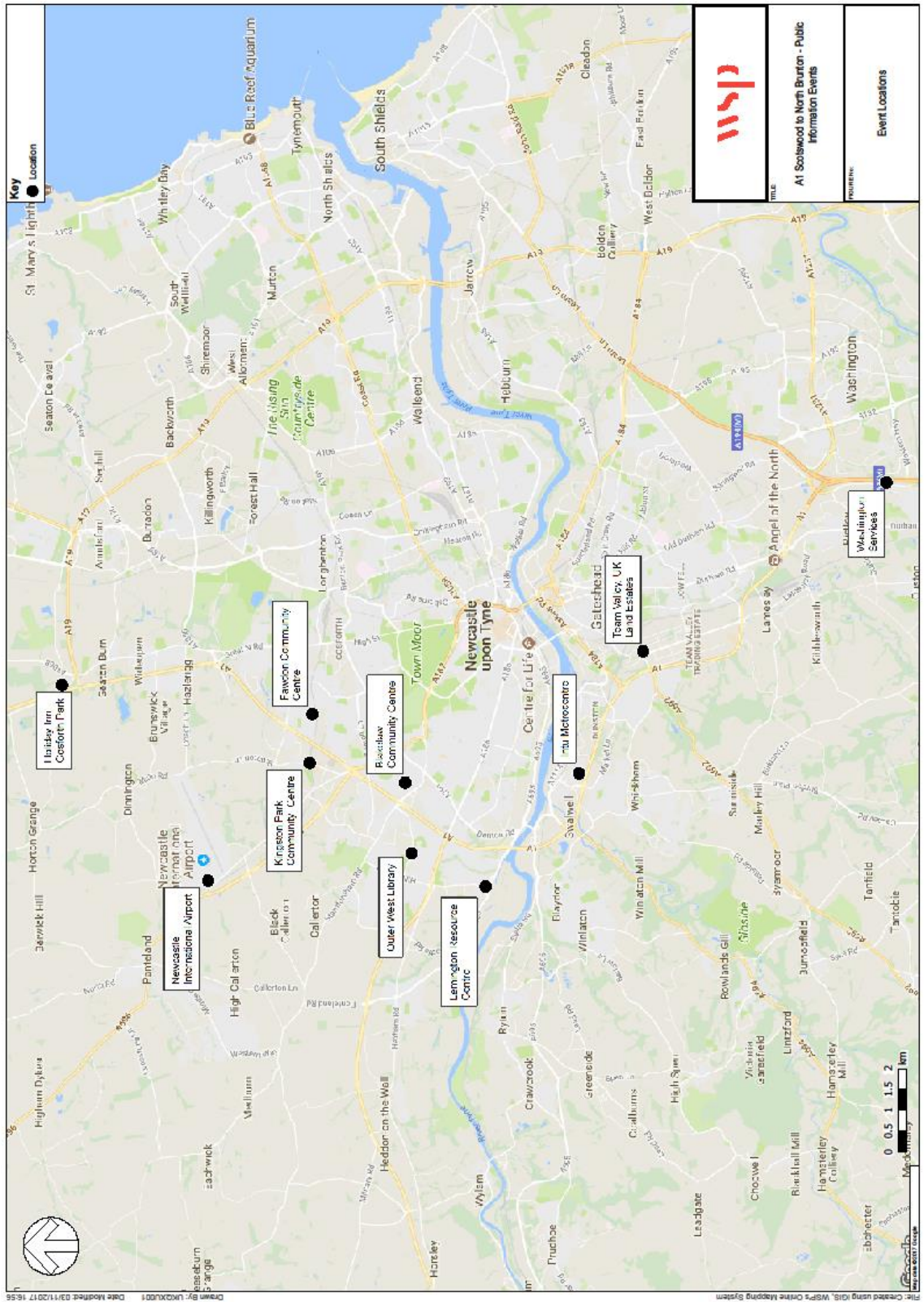
Highways England creative job number N170002

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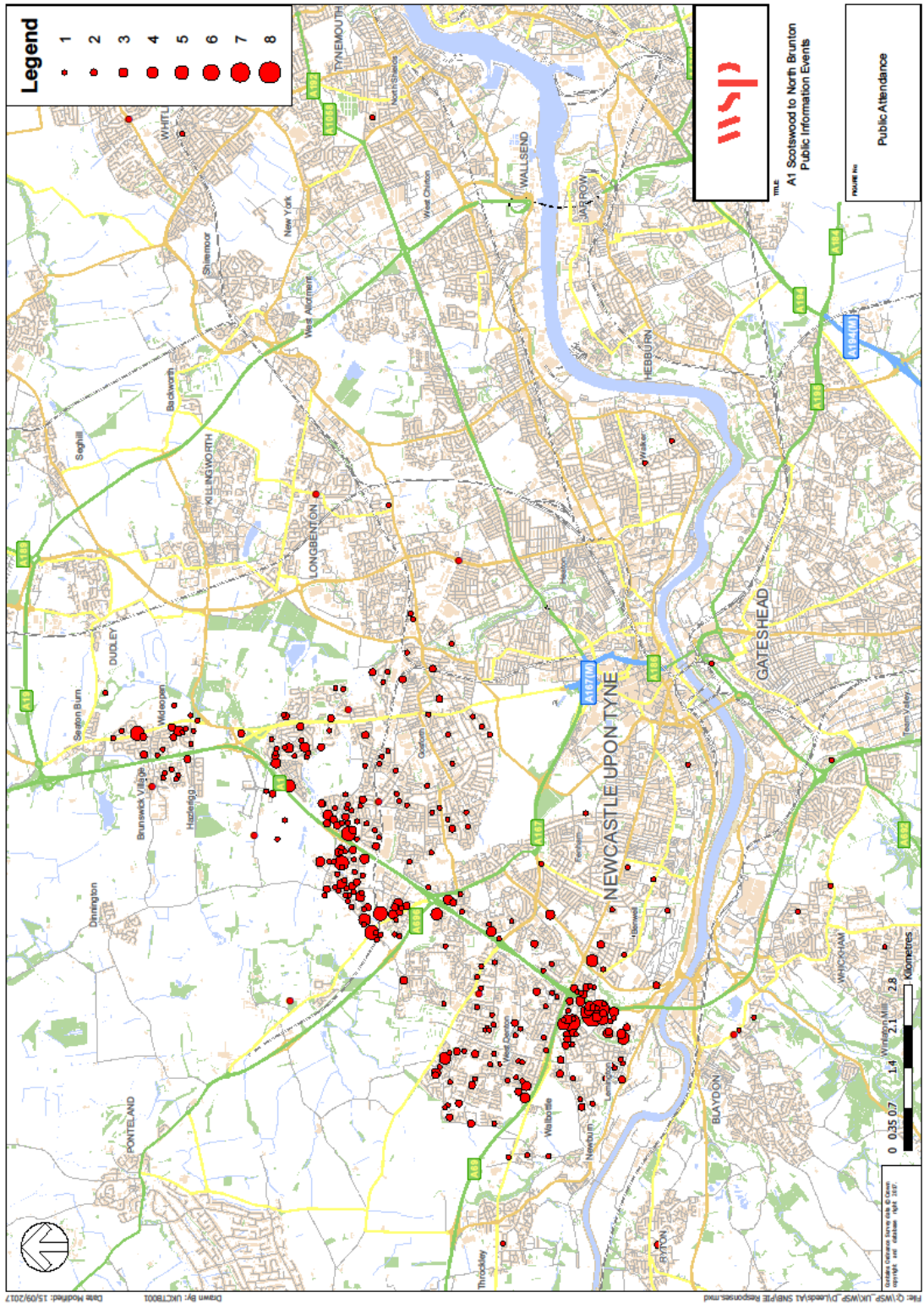
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Highways England Company Limited registered in England and Wales number 09346363

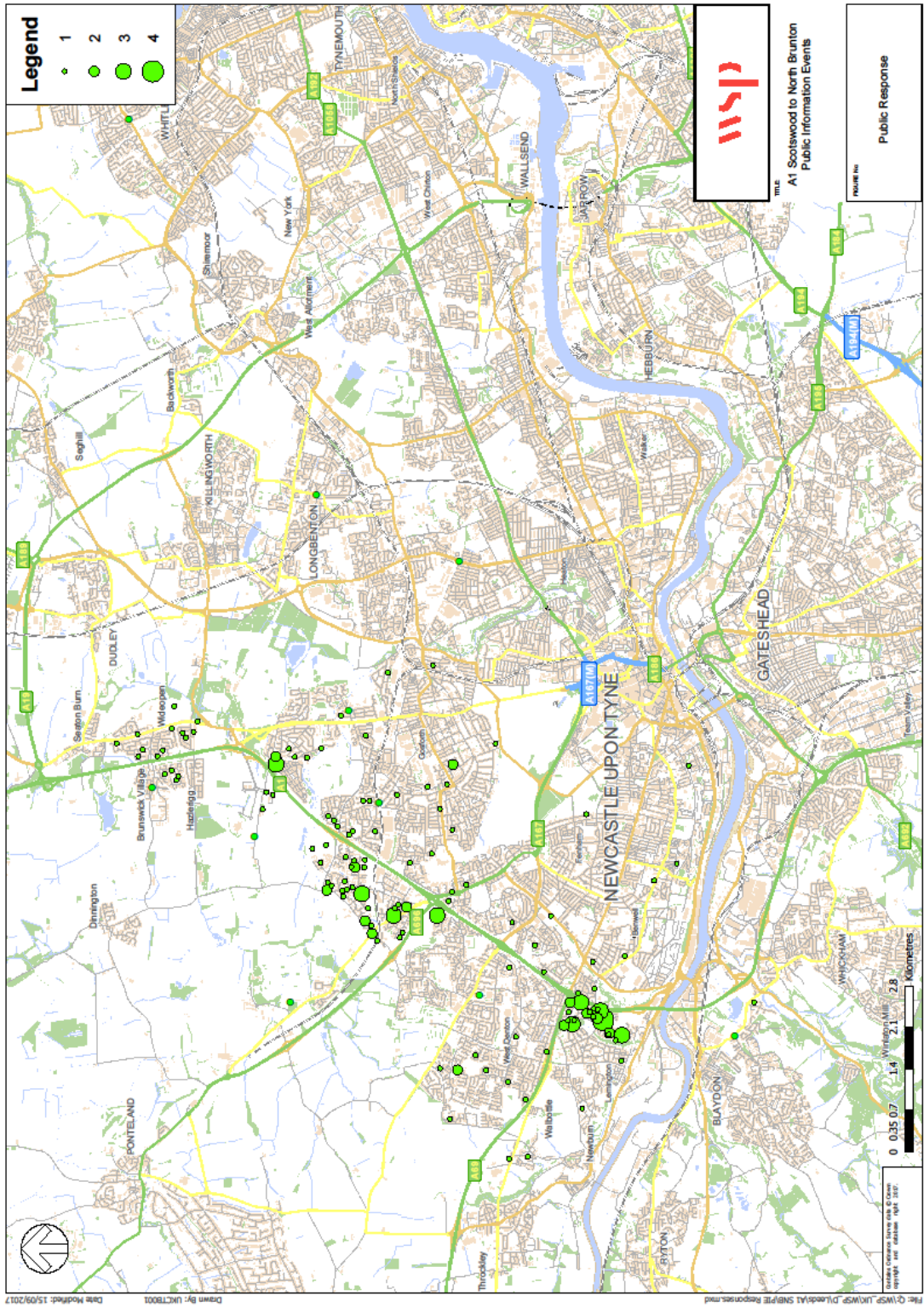
A1 Scotswood to North Brunton Report on Public Engagement



Appendix B

Heat maps





If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR141/17**.

Highways England creative job number LEE17_0081

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