

# A19 Downhill Lane junction improvement scheme



## Welcome

Thank you for coming. We want to hear your views on our proposed improvements to the A19 Downhill Lane junction.

We have developed a scheme for Downhill Lane that would increase the junction's capacity, ease the flow of traffic and improve road user safety. The improvements will support new growth in the area and complement the proposed improvements at Testos junction.

Testos and Downhill Lane junction improvements will be delivered together to minimise disruption to road users and provide cost efficiencies.

## Tell us what you think today

Your views and feedback will help shape our proposal. You can:

- Talk to the project team here today
- Complete a questionnaire – available here and online  
[www.highways.gov.uk/a19-testos-downhill-lane](http://www.highways.gov.uk/a19-testos-downhill-lane)

Your feedback and comments must be received by **Friday 6 January 2017** so we can consider your response.

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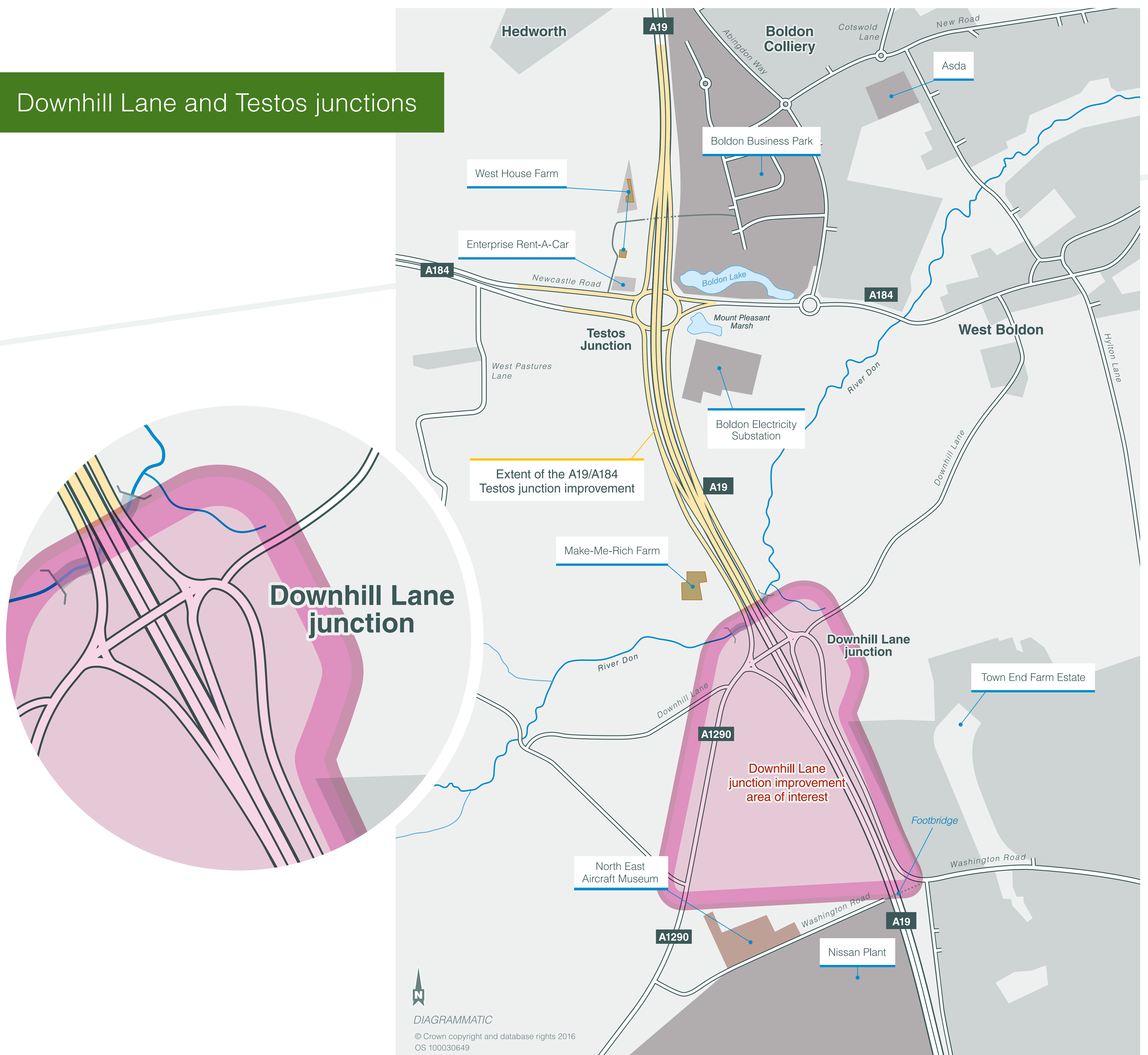
## Need for improvement

The A19 is a major route running from Doncaster to the north of Newcastle. It is the main route linking Tyne and Wear with Teesside to the south, and to the north of England via the A1.

The Downhill Lane junction is located just over 5km south of the Tyne Tunnel and approximately 1.1km south of the Testos junction. It forms the junction between the A19 and the A1290, which is one of the main access routes for the Nissan car plant, and Washington Road, which runs into north Sunderland.

South Tyneside and Sunderland Councils are planning the development of the International Advanced Manufacturing Park (IAMP) within land to the west of the A19 and north of the Nissan plant. It is planned that access to the IAMP will also be from the Downhill Lane junction.

Downhill Lane and Testos junctions

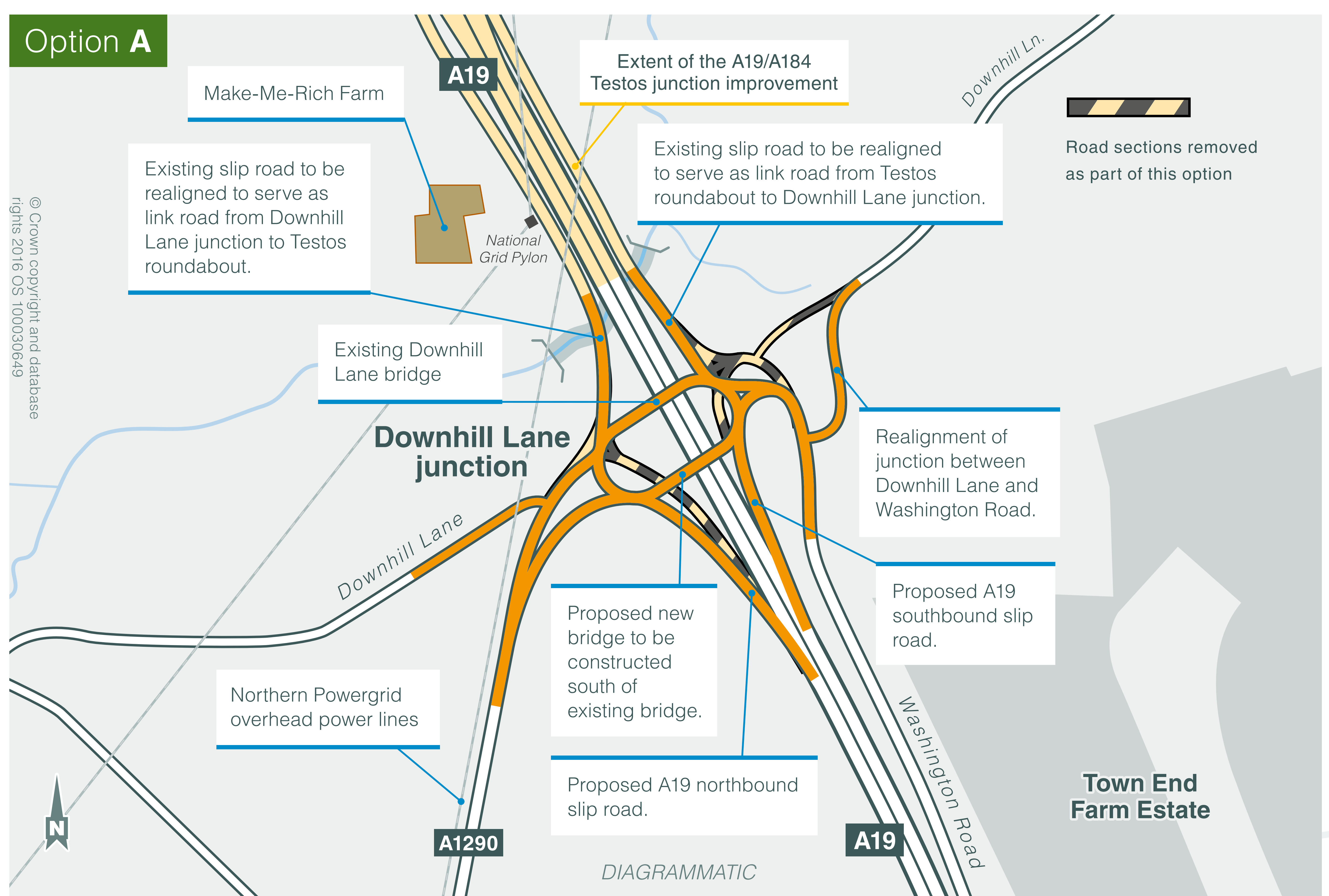


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## The proposed option

Option A is preferred over the other shortlisted options because:

- It is the most cost effective option, providing similar or greater benefits to other options, but at a lower cost.
- It provides the best fit with the Testos preferred route design so it would have no impact on the programme to deliver the improvements at Testos junction.
- It requires the least land take of all the options, minimising the impact on the proposed development site and the surrounding environment.
- It is one of the simplest options to construct as it would not require work within the River Don corridor or work to divert the Northern Powergrid overhead power lines.



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## Discounted options

The following plans show the shortlisted options that we considered. These have been discounted for the reasons described with each option.

All options apart from Option **F** are more expensive than our preferred option.



### Reasons for rejecting Option B

- Strengthening works would be required to the River Don culvert which would increase costs
- Safety concerns over traffic interaction on the northbound link road
- Significant additional land would be required east of Make-Me-Rich Farm
- Northern Powergrid overhead lines supplying the Nissan plant would need diversion works
- Maintenance access issues for the National Grid pylon
- Not directly compatible with the preferred route announced for the Testos scheme



### Reasons for rejecting Option C

- Strengthening and extension of the River Don culvert would be required, which would increase costs and impact on the natural habitat of the local wildlife site
- Significant additional land would be required east of Make-Me-Rich Farm
- Maintenance access issues for the National Grid pylon
- Northern Powergrid overhead lines supplying the Nissan plant would need diversion works
- Not directly compatible with the preferred route announced for the Testos scheme



### Reasons for rejecting Option D

- Strengthening and extension of the River Don culvert would be required, which would increase costs and impact on the natural habitat of the local wildlife site
- Significant additional land would be required east of Make-Me-Rich Farm
- Maintenance access issues for the National Grid pylon
- Northern Powergrid overhead lines supplying the Nissan plant would need diversion works
- Not directly compatible with the preferred route announced for the Testos scheme

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## Discounted options *(continued)*



### Reasons for rejecting Option E

- Requires considerably more land take than all other options
- Requires a significant area of land which is earmarked for development
- Not directly compatible with the preferred route announced for the Testos scheme



### Reasons for rejecting Option F

- Does not meet proposed scheme objectives for improving Downhill Lane junction
- Requires a significant area of land which is earmarked for development
- Not directly compatible with the preferred route announced for the Testos scheme

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## Next steps

Once the consultation closes on 6 January 2017, all responses will be analysed and compiled into a consultation report which summarises the feedback. The consultation report will be available via the Highways England website. We will then refine the design to:

- Ensure the scheme design incorporates all relevant comments where practicable
- Make sure the potential impacts on the community and environment have been fully considered
- Complete our environmental assessment work, making sure it takes into account issues that you have told us about

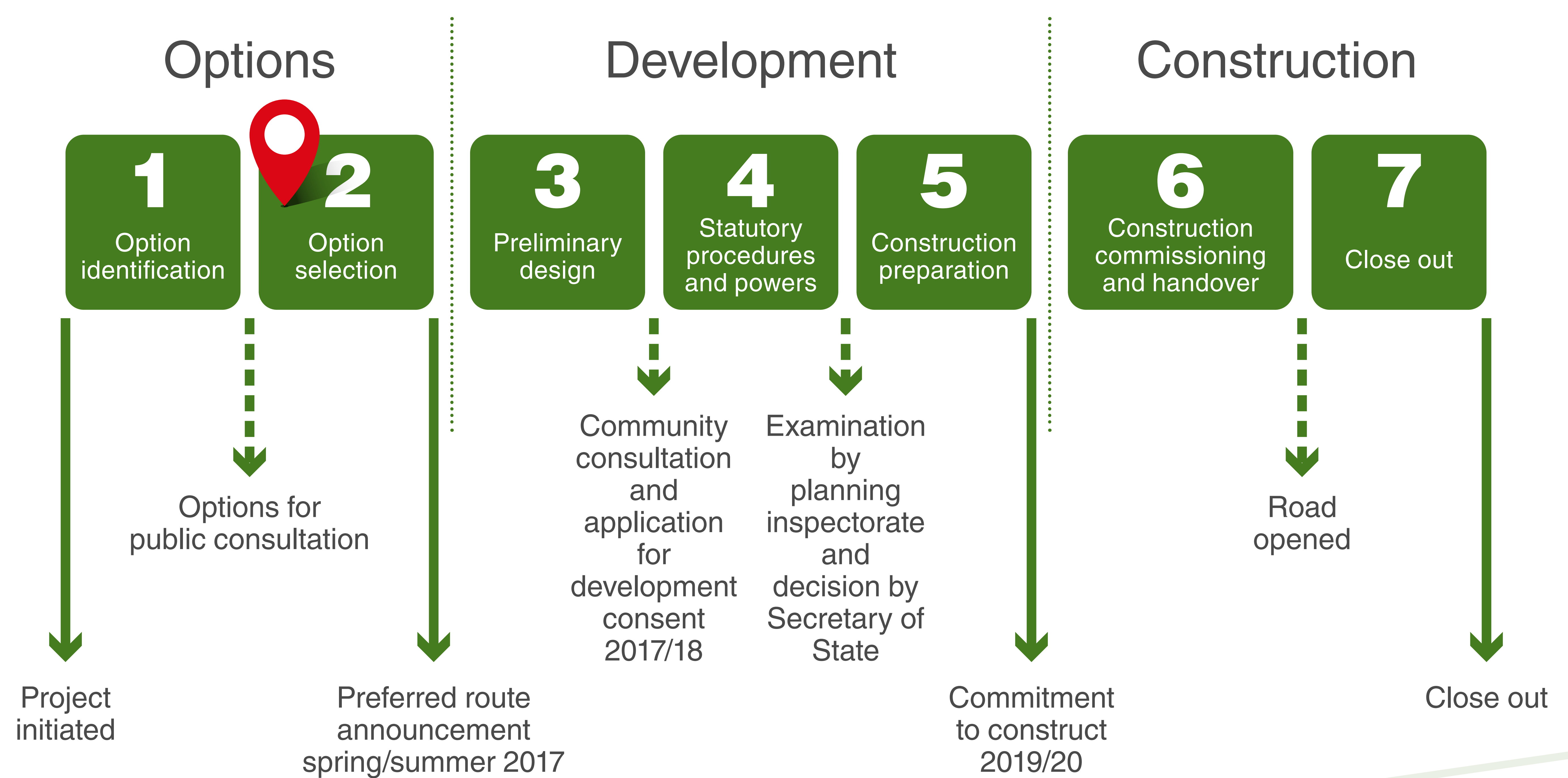
We will then announce the preferred route option for the improvement to Downhill Lane junction in spring/summer 2017.

### The planning process

Further consultation will take place on the preferred route before submitting a Development Consent Order (DCO) to the Planning Inspectorate. This is the planning application for the Downhill Lane scheme, which is required under the Planning Act 2008.

There are set opportunities for you to be involved in a DCO scheme:

- You can comment now, when we are selecting the option to take forward (this consultation)
- Formal pre-application consultation required by the Planning Act 2008 will be undertaken throughout 2017. We will inform statutory stakeholders, landowners, local communities and anybody else who tells us they wish to be informed about future consultation stages.



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## Keeping you up to date



**Online** – up to date information will be posted on our scheme webpage as it becomes available, at:

**[www.highways.gov.uk/a19-testos-downhill-lane](http://www.highways.gov.uk/a19-testos-downhill-lane)**



**Questionnaire** - questionnaires are available for you to complete and return to us at:

**A19 Downhill Lane Team,**

**Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT.**

Or the questionnaire can be downloaded at:

**[www.highways.gov.uk/a19-testos-downhill-lane](http://www.highways.gov.uk/a19-testos-downhill-lane)**

All comments made during the consultation process will be made public, but personal details such as names and addresses will not.



**Email alerts** - you can sign up to receive email alerts as they are made via our web page at:

**[www.highways.gov.uk/a19-testos-downhill-lane](http://www.highways.gov.uk/a19-testos-downhill-lane)**



**Contacting us** - If you have any queries about this improvement scheme please contact:

**[a19testosjunctionimp@highwaysengland.co.uk](mailto:a19testosjunctionimp@highwaysengland.co.uk)**

Or call:

**0300 470 2313 or 0300 470 2683**

9am to 5pm, Monday to Friday

**Thank you for visiting us today.**

**Please ensure your completed questionnaire  
or comments are returned to us by**

**6 January 2017.**