

# A19

## Downhill Lane Junction Improvements

### Consultation Report

April 2017





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## Executive Summary

### Scheme overview

The Road Investment Strategy (RIS 1) for the 2015/16-2019/20 Road Period, published by the Department for Transport (DfT) in December 2014, announced the A19 Downhill Lane as a junction to be improved to support local plans for an International Advanced Manufacturing Park (IAMP) to the north of the existing Nissan plant. The Downhill Lane Junction is located just over 4.8km south of the Tyne Tunnel and approximately 1.2km 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.

A single option, Option A, was presented for public consultation for Downhill Lane. The details of this option are as follows:

- A new bridge will be constructed south of the existing bridge. Together with the existing bridge this will form a more traditional roundabout junction layout above the A19.
- The existing north-bound and south-bound A19 slip roads will be realigned to tie in with the new elevated roundabout arrangement. To the north of the junction, these will serve as link roads between Downhill Lane Junction and the proposed new Testos junction roundabout. The slip roads south of the junction will also be re-aligned but will continue to provide direct access to the A19.
- On the west side of the junction the A1290 will be re-aligned and to the east, the layout of Downhill Lane and Washington Road will also be amended to suit the new junction.

### The consultation

The public consultation ran for seven weeks, between 21 November 2016 and 6 January 2017.

Two public consultation events were held during the consultation period at which there were exhibition boards presenting information about the scheme. A public consultation brochure, with a feedback questionnaire, was also available. 25 people attended these public exhibitions.

The public consultation brochure, including questionnaire, was delivered to approximately 35,000 residences in the local area.

The public consultation brochure and exhibition boards were made available online, along with an online version of the questionnaire.

Responses to the consultation were accepted through a number of channels:

- Online by following the links on [www.highways.gov.uk/a19-testos-downhill-lane](http://www.highways.gov.uk/a19-testos-downhill-lane)

- 
- Email to the project email address:  
[a19testosjunctionimp@highwaysengland.co.uk](mailto:a19testosjunctionimp@highwaysengland.co.uk)
- Post, using the free post envelope provided with the consultation brochure
- At public consultation events, by completing a paper copy of the questionnaire.

## Consultation findings

A total of 143 responses were received to the public consultation. The majority of responses (137) were received from the general public. The remaining six responses were from Local Authorities and other key stakeholders.

Most responses were received on the response form (134) with nine responses received via email or as letters.

The response form asked for respondents to provide a postcode:

- 57 responses were received from “close to Downhill Lane and Testos” (40%).
- 30 responses were received from “north of Downhill Lane and Testos” (21%).
- 41 responses were received from “south of Downhill Lane” (29%).

Responses were received from different demographic groups in the population.

The majority of respondents to the consultation (51%) travel through Downhill Lane Junction by car or van. A significant number of respondents also travel through the junction by bicycle.

Nearly 66% of respondents live in the local area and use the Downhill Lane Junction to get to or from home. A large number of respondents use the junction to travel through Tyne and Wear. Fewer respondents use the junction to travel to work, and to local leisure facilities.

Almost 33% of respondents stated that they used the junction every day with a similar proportion using the junction on a weekly basis.

Approximately 66% of respondents either strongly agreed or agreed that there was a need for the improvements on the A19 Downhill Lane Junction. 18% disagreed or strongly disagreed that there was a need for improvements.

More than 60% respondents overall agreed or strongly agreed with the proposals for Option A, nearly 33% disagreed or strongly disagreed with Option A.

In general, the common comments received were general support for the scheme, need to improve traffic flow, congestion at Nissan, concerns for non-motorised users, and general opposition to the scheme.

Responses from local authorities and key stakeholders were all supportive of the scheme.

### **Next steps**

Following this public consultation, preliminary design work will be undertaken before the preferred route is announced.

Liaison with the IAMP developer, local authorities, the Local Access Forum and Nissan will be ongoing, and the statutory consultation for Downhill Lane will take place in Autumn 2017.

The results of this consultation will be considered as the detailed design of Option A is developed. Other factors, such as safety and buildability will be considered, as well as linking with the proposed improvements at Testos roundabout and the proposed IAMP development.

## **1 Introduction**

### **1.1 Purpose of the report**

- 1.1.1 This is the Report on the Option(s) Selection Public Consultation for the A19 Downhill Lane Junction Improvement. It presents the background to the scheme, and the results of the public consultation to help to inform the decision on the preferred route and the development of the scheme design.
- 1.1.2 This report makes reference to the Testos scheme as well as the Downhill Lane proposals. The two schemes are physically linked and are being considered together for many aspects of their development. Further details of why the schemes are being developed together are given in Section 1.4.

### **1.2 Structure of the report**

- 1.2.1 This report has five sections. The sections are structured as follows:
- Executive Summary: the Executive Summary which provides a brief summary of the findings presented in this report.
  - Section 1: This introduction, covering an overview of the A19 Downhill Lane Junction improvement scheme, as well as Testos. It also includes information about the public consultation process and methodology.
  - Section 2: This section provides a profile of the responses to the consultation.
  - Section 3: This section looks at the responses received on the consultation questionnaire, including the demographic and geographic profiles, how respondents use Downhill Lane Junction, as well as opinions about the need for improvement and Option A.
  - Section 4: This section looks at responses received by email or letter. It includes the responses to the consultation from potential Section 42 consultees, as prescribed by the Planning Act 2008 (PA 2008).

### **1.3 Existing situation**

- 1.3.1 The A19 Downhill Lane Junction is located in the North East of England within the local authority areas of South Tyneside and Sunderland. Downhill Lane Junction is located approximately 1.2km south of Testos roundabout and forms the junction of the A19, A1290, Washington Road and Downhill Lane. The junction is the primary access from the A19 for vehicles entering and leaving the local Nissan car manufacturing plant located just under 1km to the south.
- 1.3.2 This junction and the Testos roundabout provide links between Tyneside, Wearside and Teesside, and form part of a route running through the east of Tyneside. In 2015, Downhill Lane Junction was upgraded from a dumbbell roundabout arrangement to a signalised junction by the local authority (South Tyneside Council) as an interim solution to congestion at the junction. This improvement was to cope with recent expansion at Nissan. The proposed

further improvement is to allow for future expansion and growth due to the proposed IAMP.

## **1.4 Scheme history**

- 1.4.1 The Road Investment Strategy (RIS 1) for the 2015/16-2019/20 Road Period, published by the Department for Transport (DfT) in December 2014, announced the A19 Downhill Lane as a junction to be improved to support local plans for an International Advanced Manufacturing Park (IAMP) to the north of the existing Nissan plant. RIS 1 also references the A19/A184 Testos Junction Improvement scheme.
- 1.4.2 The Testos and Downhill Lane Junctions are situated approximately 1.2km apart, and therefore it is considered that the improvement schemes would need to be physically connected as the Testos Preferred Route design already includes new link roads to Downhill Lane Junction. Therefore it is more efficient to consider the two junctions together in terms of key aspects of project development, including traffic modelling, highway design and environmental assessment. More information on the Testos improvement scheme can be found on the scheme website:  
<http://roads.highways.gov.uk/projects/a19-testos-and-downhill-lane-junction-improvements/>.
- 1.4.3 With this in mind, Highways England made the decision in 2015 to develop the Testos and Downhill Lane schemes together. The approach aims to provide efficiencies in cost and programme delivery as well as minimising disruption to customers during construction.
- 1.4.4 The A19 Testos Junction Improvement scheme is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008, and the Downhill Lane scheme is also expected to meet the criteria for an NSIP<sup>1</sup>. NSIPs require planning approval in the form of a Development Consent Order (DCO). An application for development consent is made to the Planning Inspectorate which considers the application and makes a recommendation to the Secretary of State (SoS) for Transport. The SoS then decides whether consent should be granted for the proposed scheme.
- 1.4.5 Initially it was considered that a single DCO application would be developed, encompassing both the Testos and Downhill Lane improvements. However, further work demonstrated that this would cause unacceptable delay to the overall delivery of the two schemes due to the time required to develop the Downhill Lane scheme to the same level of detail as Testos, detail which is required to support a DCO submission.
- 1.4.6 In autumn 2016 it was proposed that the DCO applications for the Testos and Downhill Lane schemes should be phased. This approach will allow the DCO application for Downhill Lane to be submitted after the DCO application for the Testos scheme. This phased approach will aid in meeting the delivery

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<sup>1</sup> Nationally Significant Infrastructure Projects (NSIPs) are major infrastructure developments in England and Wales. These include projects such as power plants, large renewable energy projects, new airports, airport extensions and major road projects.



timescales stated in Highways England's Delivery Plan 2015-2020, and will provide benefits to the road user and the wider economy earlier.

- 1.4.7 Construction of the Downhill Lane scheme is planned to commence after the Testos scheme. However, as Testos is a larger, more complex scheme requiring more time to construct, it is expected that both schemes would be completed and open to traffic at approximately the same time.

## **1.5 The need for the proposed improvements**

- 1.5.1 Future developments, specifically the IAMP, on the land to the north of the Nissan plant are likely to significantly increase the amount of traffic using Downhill Lane Junction. The current capacity of the junction would not be sufficient for the anticipated additional traffic and would therefore cause congestion on the A19 and local roads.
- 1.5.2 We need to make sure that the junction is able to cope with increased numbers of vehicles. The proposed improvements at Downhill Lane Junction would increase its capacity, reduce journey times and improve road user safety. The improvements will support new growth in the area by providing better access to the proposed IAMP and the Nissan plant from the A19, as well as complementing the proposed improvements at Testos junction.

### **Regional and local benefits**

- 1.5.3 The scheme is being designed with the following key objectives in mind. These objectives are beneficial to the region in line with aspirations for regional and local economic growth, and to the local area by fulfilling the need for a traffic solution at Testos and Downhill Lane.
- Supporting economic growth – this will be achieved by improving the attractiveness of the area for the IAMP and other prospective developers and businesses by improving road access. The scheme will help connect key employment sites, schools, colleges and residential areas.
  - A safe and serviceable network – the scheme aims to reduce accidents, provide safer crossings for non-motorists and improve journey time reliability, leading to a reduction in driver stress.
  - A more free-flowing network – the traffic model used to develop the scheme predicts that road users travelling through the junction will benefit significantly from reduced journey times as a result of the proposal.
  - Improved environment – the environmental effects resulting from the scheme have been considered during the options identification stage. Measures to mitigate potential effects on the local environment and opportunities to provide enhancements will be further developed as the design progresses.
  - An accessible and integrated network – the proposed scheme will provide improved connectivity with the local road network. We are investigating ways to maintain existing facilities for pedestrians, cyclists and horse riders and to provide enhancements where

possible. We will continue to work with the local access forum and user groups to develop our proposals.

### Progress to date

- 1.5.4 The first stage of the scheme development involved identifying possible options for improvements at Downhill Lane Junction. We considered 30 options and six of these were taken through a more detailed environmental assessment and technical appraisal. The results are reported in an Environmental Assessment Report (EAR) and Technical Appraisal Report (TAR). Copies of the full TAR and EAR can be found on our website: [www.highwaysengland.gov.uk/a19-testos-downhill-lane](http://www.highwaysengland.gov.uk/a19-testos-downhill-lane). It is worth noting that environmental impacts are assessed based on national guidance such as ‘*The Infrastructure Planning Environmental Impact Assessment Regulations*’. In assessing the benefits and effects of improvement options, we have looked at a variety of topics including: environmental features, traffic forecasts, traffic movements, how it could be constructed, value for money, cost and budget, required land take and the effect on communities. We have also considered the effect on the Testos scheme, including whether the Downhill Lane Junction proposals would require major changes to the Testos design, resulting in additional work, cost and delays to delivering the improvements at Testos junction.
- 1.5.5 Our appraisal identified that one of the six options, now referred to as Option A, should be progressed further and presented as our preferred option for public consultation.
- 1.5.6 Information to support Option A is still being gathered as we undertake more surveys and assessments. This information and the feedback received from the consultation will be used during the design development.
- 1.5.7 We will continue to engage with South Tyneside and Sunderland Councils, Nissan and the IAMP development team to ensure a joined up approach.

## 1.6 Scheme proposals

- 1.6.1 Option A is our preferred option over the other shortlisted options because:
- 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 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, both of which lie immediately north of the junction.
  - It is the most cost effective option, providing similar or greater benefits compared to other options, but at a lower cost.
- 1.6.2 Details of Option A are as follows:
- A new bridge will be constructed south of the existing bridge. Together with the existing bridge this will form a more traditional roundabout junction layout above the A19.

- The existing north-bound and south-bound A19 slip roads will be realigned to tie in with the new elevated roundabout arrangement. To the north of the junction, these will serve as link roads between Downhill Lane Junction and the proposed new Testos junction roundabout. The slip roads south of the junction will also be re-aligned but will continue to provide direct access to the A19.
- On the west side of the junction the A1290 will be re-aligned and to the east, the layout of Downhill Lane and Washington Road will also be amended to suit the new junction .
- The proposals will be developed to tie in with the IAMP promoter's proposals.

## 1.7 Methodology

### Non statutory consultation

- 1.7.1 Guidance from the Department for Communities and Local Government on Development Consent Order (DCO) applications states that applicants, especially for large projects with long development periods, such as the Downhill Lane improvement and the related Testos improvement scheme, should consider undertaking a non-statutory consultation at an early stage where options are still being considered. This is in order to help the applicant inform proposals and establish a preferred option to take to statutory consultation<sup>2</sup>. Therefore, this consultation was a non-statutory, early consultation. The statutory consultation for the Downhill Lane improvement scheme will take place at the next stage, planned for later in 2017.
- 1.7.2 South Tyneside and Sunderland Councils are planning the development of the 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 Downhill Lane Junction.
- 1.7.3 Discussions are ongoing with Sunderland City Council and South Tyneside Council, with regard to DCO applications for the IAMP, and for this scheme. Both authorities were involved in planning the consultation for Downhill Lane.

### Consultation period

- 1.7.4 The public consultation ran for seven weeks, between 21 November 2016 and 6 January 2017. There is no specification for the recommended length of a non-statutory consultation, however it was decided that seven weeks was appropriate in this instance due to the consultation running over the festive period.

### Public exhibitions

- 1.7.5 Two public consultation events were held during the consultation period:
- Friday 2<sup>nd</sup> December, from 12pm to 6pm at Bunny Hill Library and Service Centre, SR5 4BW

<sup>2</sup> Guidance obtained from Department for Communities and Local Government, *Planning Act 2008: Guidance on the pre-application process*, March 2015

- Saturday 3<sup>rd</sup> December, from 10am to 2pm at the Quadras Centre, NE35 9PF

1.7.6 25 people attended these public exhibitions over the two days.

1.7.7 A VIP event was held for an hour on the first day of public exhibitions prior to its opening to the general public. Invitees to this event were local MPs and Councillors, officers from local authorities in the area, as well as economic organisations such as North East Local Enterprise Partnership (NELEP) and the North East Chamber of Commerce.

### Consultation brochure

1.7.8 A public consultation brochure was available, which contained information about the consultation and public exhibitions, background to the scheme, information about the proposed option and discounted options and a questionnaire to gather information and opinions about the proposed option. A copy of the consultation brochure was delivered by an external distribution company to potential Section 42 consultees as prescribed by the PA 2008. A copy of the brochure can be found in Appendix A.

1.7.9 The consultation brochure was also delivered by an external distribution company to approximately 35,000 residences in the postcode sectors NE10 8, NE32 4, NE34 9, NE35 9, NE36 0, NE37 3 SR5 3, SR5 4 and SR5 5. The postcode sectors were the same as those included in the flyer distribution for the subsequent update to the Testos statutory consultation in January 2017.

1.7.10 Copies of the brochure were also available:

- Online, in downloadable format, from the scheme website: [www.highways.gov.uk/a19-testos-downhill-lane](http://www.highways.gov.uk/a19-testos-downhill-lane).
- At venues close to or in communities potentially affected by the scheme: Boldon Village Hall, Bunny Hill Centre Library, East Boldon Library, Gateshead Civic Centre, Hebburn Library, Hedworthfield Community Association, Jarrow Library, North Tyneside Council Planning Reception, Quadras Centre, South Shields Central Library, Sunderland City Centre Customer Service Centre and Washington Library.
- Delivered door-to-door, to residents and businesses in the postcode sectors listed above.
- Paper copies of the consultation brochure, containing the questionnaire, were available at the public exhibitions for visitors to complete.

### Exhibition panels

1.7.11 Exhibition panels were displayed at the consultation events which presented information about the scheme, the proposed option and the discounted options. Copies of these can be found in Appendix B. Members of the Highways England project team, and representatives from delivery partners, were in attendance to answer questions and provide more information. List of attendees from the integrated project team can be found in Appendix C.

### Website

- 1.7.12 The existing web page for the Testos and Downhill Lane schemes ([www.highways.gov.uk/a19-testos-downhill-lane/](http://www.highways.gov.uk/a19-testos-downhill-lane/)) was updated to tell people about the consultation. A specific consultation web page was set up on Highways England's 'Citizen Space' consultation hub:

<https://highwaysengland.citizenspace.com/he/a19-downhill-lane-junction-improvement/>.

The consultation webpage closed on 6<sup>th</sup> January.

### Publicising the consultation

- 1.7.13 A press release with information about the scheme and to announce the consultation period was issued by Highways England. A copy of the press release can be found in Appendix D.

### Consultation response channels

- 1.7.14 Responses to the consultation were accepted through a number of channels:
- Online by following the links on [www.highways.gov.uk/a19-testos-downhill-lane/](http://www.highways.gov.uk/a19-testos-downhill-lane/).
  - Email to the project email address: [a19testosjunctionimp@highwaysengland.co.uk/](mailto:a19testosjunctionimp@highwaysengland.co.uk/).
  - Post, using the free post envelope provided with the consultation brochure
  - At public consultation events, by completing a paper copy of the questionnaire.
- 1.7.15 All responses received by 6 January have been included in the consultation report. Responses were accepted until 13 January to allow for any postal delays. The response from the British Horse Society was received after the closing date but is included in this analysis.

### Analysis and reporting

- 1.7.16 Following the public consultation, all responses received to the consultation were individually processed by the project team to identify the key points and themes raised by respondents. These were then analysed in conjunction with the demographic data taken from the closed questions in the questionnaire. Sections 2-4 of this report set out the results of this analysis.

### Limits of the information

- 1.7.17 This report is based on the responses received to the consultation, and therefore cannot be considered a technical assessment of the proposed junction improvements. This report analyses the opinions stated by those who responded to the consultation, and as such is a self-selecting sample. Therefore the information in this report is representative of the local residents and stakeholders who responded to the consultation. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals.
- 1.7.18 The responses are taken as written, and while we have grouped responses to draw together themes we have not interpreted the responses further than this.

- 1.7.19 Where we consider it to be necessary, responses have been prepared by technical teams, and sent directly to the respondent (if known) or explained further in this report. This provides technical information to the best of our knowledge at this time.

**Next steps**

- 1.7.20 Following this public consultation, preliminary design work will be undertaken after the preferred route is announced.
- 1.7.21 Liaison with the IAMP developer, local authorities, the Local Access Forum and Nissan will be ongoing, and the statutory consultation for Downhill Lane will take place in Autumn 2017.
- 1.7.22 The results of this consultation will be considered as the preliminary design of Option A is developed. Other factors, such as safety and buildability will be considered, as well as linking with the proposed improvements at Testos roundabout and the proposed IAMP development.

## 2 Profile of responses

2.1.1 A total of 143 responses to the consultation were received.

2.1.2 The questionnaire captured some demographic data from respondents to provide some background information about the residents and stakeholders who responded to the consultation. Shown below are key findings from this, which begin to define some of the themes and focus points which are developed in the main analysis of the report.

### 2.2 Responses by channel

2.2.1 Most responses to the consultation were received on the questionnaire: 80% of the total responses were through the paper questionnaire, 13% were via the online questionnaire and 6% were received through email format.

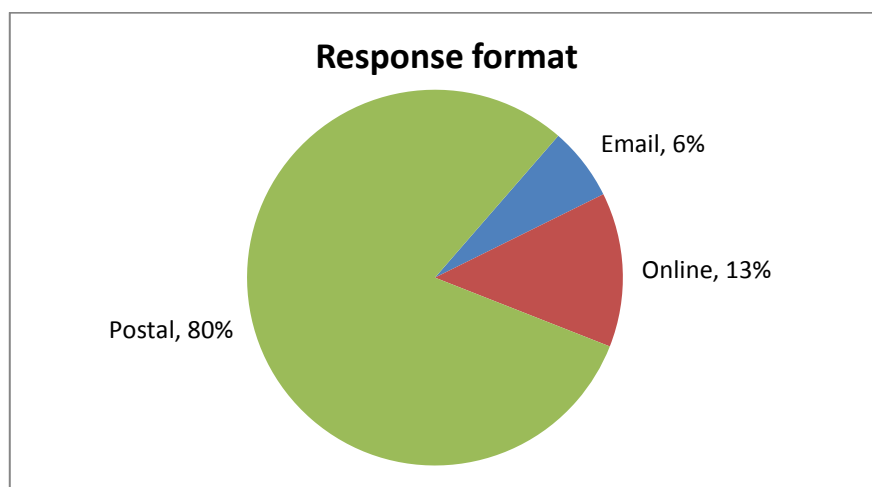


Figure 1. Response format

### 2.3 Responses by type of stakeholder

2.3.1 The majority of responses received were from the general public (137 responses). Of these, 19 were from the online response form and 115 were paper response forms. Three responses were received by email. Under the PA 2008, the general public are classed as Section 47 (s47) consultees<sup>3</sup>.

2.3.2 Two responses were received from Local Authorities: Sunderland City Council and South Tyneside Council. These responses were received either as a letter or email. Under the PA 2008, these are classed as Section 42b (s42b) consultees, for whom there is a duty to consult for statutory consultations. Although this is a non-statutory consultation, these parties will be referred to by their PA 2008 classification throughout this report as these classifications will be used at the next stage of consultation.

2.3.3 Four responses were received from other key stakeholders: the North East Local Enterprise Partnership; the North East Combined Authority; the Tyne and Wear Local Access Forum; and the British Horse Society. These

<sup>3</sup> Reference to the Planning Act 2008 is made to ensure consistency for future public consultations for the Downhill Lane Junction Improvements, specifically the Development Consent Order pre- application public consultation.

responses were received as a letter/email. These stakeholders are classified as Section 47 Key Stakeholders (s47 KS) under the PA 2008.



### 3 Responses on the consultation questionnaire

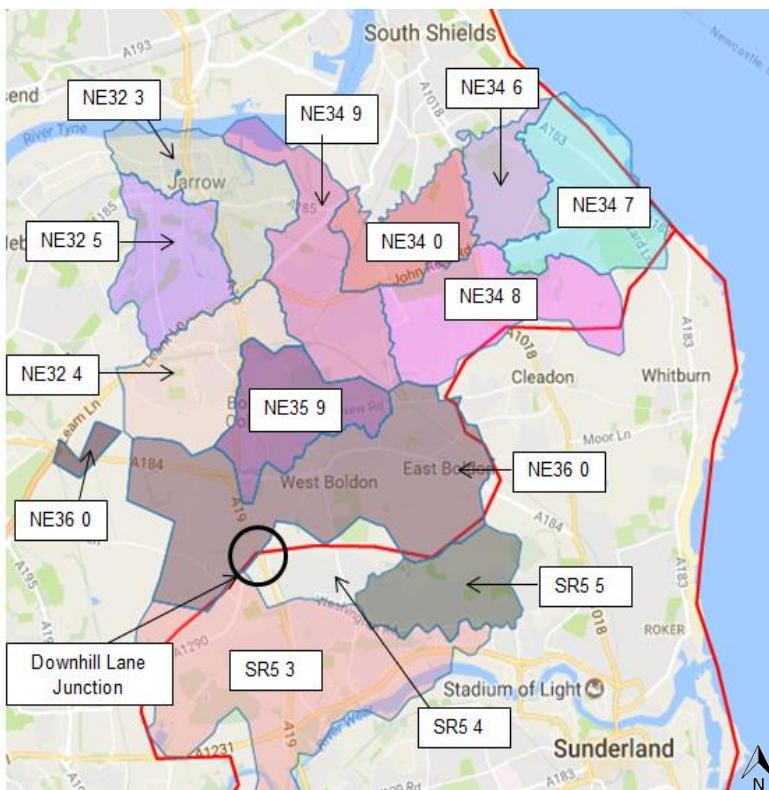
3.1.1 This section looks at the 134 responses to the consultation received on the consultation questionnaire. Results from the paper and online forms are combined, with any differences in views between the two response mechanisms highlighted in the analysis.

#### 3.2 Responses by postcode sector

3.2.1 The questionnaire asked for a postcode. The postcode allows us to plot where responses are received from.

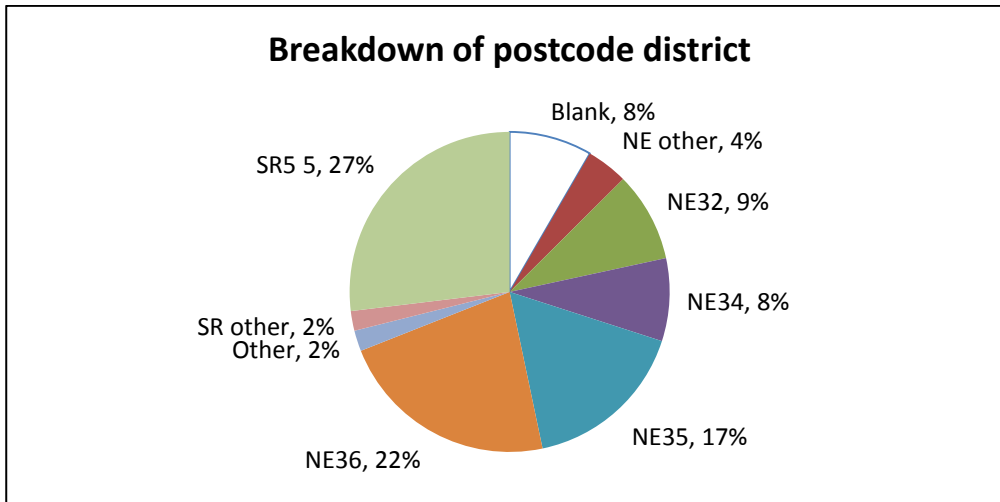
3.2.2 For ease of analysis we have geographically grouped these postcodes into areas in relation to their proximity to the junction. The geographic groups may cross the local authority area boundary.

3.2.3 The diagram shows the postcode sectors which are close to the improvement scheme.



**Figure 2. Diagram of postcode sectors where responses were received**

3.2.4 The SR area (SR5 3, SR5 4 SR5 5 as shown in Figure 2) had 41 responses, 29% of the total responses. A total of 32 responses (22%) were from the NE36 postcode district.



**Figure 3. Breakdown of responses by postcode district**

3.2.5 We have split the responses into three geographic groups to help us understand whether and how opinions differ depending on where respondents live. The three areas are:

- 'close to Downhill Lane and Testos' (NE35 and NE36).
- 'north of Downhill Lane and Testos' (NE32, NE34 and NE other).
- 'south of Downhill Lane' (SR5 3, SR5 4, SR5 5 and SR other).

3.2.6 These geographic groupings will be used where appropriate in the analysis to highlight differences of opinion.

3.2.7 Table 1 below shows the postcodes and number of responses in each geographic area.

<b>Geographic grouping</b>	<b>Postcode district</b>	<b>Number of respondents</b>	<b>Percentage of respondents</b>
North of Downhill Lane / Testos	NE32	13	9%
	NE34	12	8%
	NE other	5	4%
	Total	30	21%
Close to Downhill Lane / Testos	NE35	25	17%
	NE36	32	22%
	Total	57	40%
South of Downhill Lane	SR5	38	27%
	SR other	3	2%
	Total	41	29%
	Other	3	2%
	Blank	12	8%
	Total	15	10%
	Grand Total	143	100%

**Table 1. Geographic groupings profile**

### 3.3 Demographic Information

3.3.1 This section looks at the 134 responses to the consultation received on the consultation questionnaire.

3.3.2 The questionnaire included demographic questions to help with our analysis. The results for these questions are presented as charts accompanied by an analysis which looks at how the profile differs from that for the combined populations of South Tyneside and Sunderland council areas as a whole<sup>4</sup>.

3.3.3 The analysis shows how well the consultation has covered the demographic profile in the local area.<sup>5</sup>

#### Gender

3.3.4 Approximately 67% of the responses were from men, 22% were women and 11% did not provide an answer to this question.

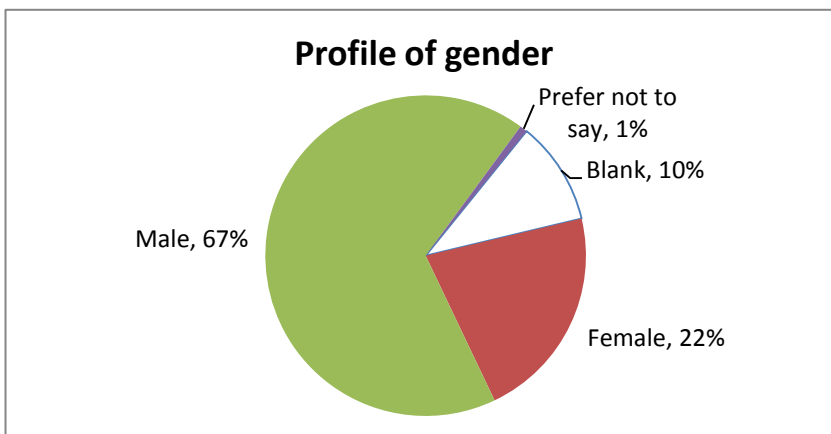


Figure 4. Profile of gender

<sup>4</sup> Combined population data is from Census 2011, available online at [www.nomisweb.co.uk](http://www.nomisweb.co.uk). Population data was drawn in February 2017.

<sup>5</sup> Note: due to rounding of percentages, where two or more percentages are added together – for example to show all those who are aged “55-64” and those who are “65+” to give an overall “aged 55 and over” figure – the final percentage may be different from a simple addition of the individual percentages shown. For example, where percentages of 89% and 5% are shown these could actually be 89.4% (rounded to 89%) and 5.4% (rounded to 5%); the sum of these percentages would be 95% (89.4+5.4=94.8) rather than 94% (89+5).

3.3.5 When compared to the overall population in Sunderland and South Tyneside, more men responded to the consultation. A comparison is shown in Table 2 below.

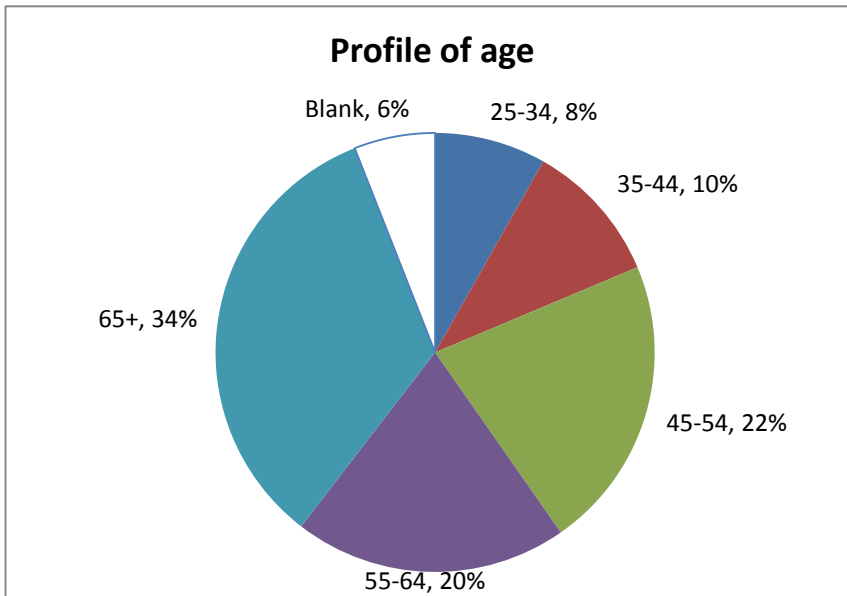
	<b>Responses to consultation</b>	<b>Valid responses<sup>6</sup></b>	<b>South Tyneside and Sunderland combined population</b>
Female	22%	24%	49%
Male	67%	76%	51%
Prefer not to say	1%	--	--
Not answered	10%	--	--

**Table 2. Gender profile compared to local population**

<sup>6</sup> Valid responses are those categories which appear in both sets of data. Because the options "prefer not to say" and "not answered" are not included in Census 2011 data these have been removed from the calculations in this column. The percentages shown are based only on those who said "female" and "male".

## Age

3.3.6 No respondents to this consultation were under the age of 25. Almost 19% of respondents stated they were between the ages of 25 and 44. A further 22% were between the ages of 45 and 54 and 20% 55-64. 34% of those responding said they were aged over 65, and 6% did not answer the question.



**Figure 5. Profile of age**

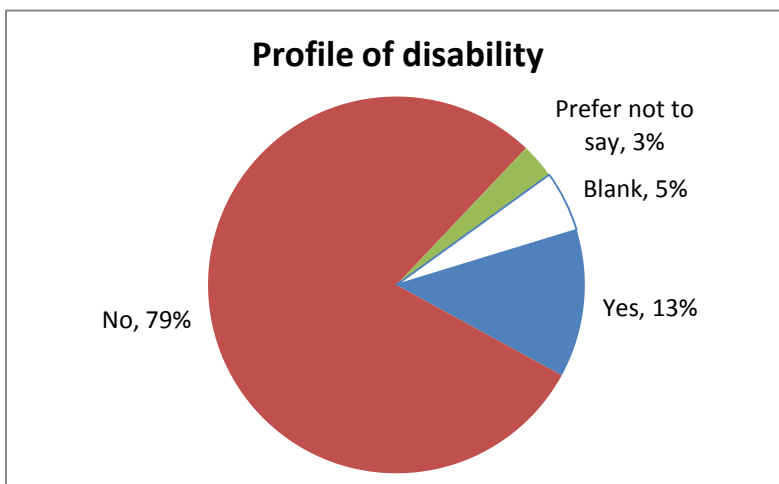
3.3.7 Compared to the age profile for Sunderland and South Tyneside, the age profile of those responding to the consultation was older.

Age	Reponses to the consultation	Valid responses	South Tyneside and Sunderland combined population <sup>7</sup>
16-24	--	--	15%
25-34	8%	9%	15%
35-44	10%	11%	14%
45-54	22%	23%	18%
55-64	20%	21%	16%
65+	34%	36%	23%
Blank	6%	--	--

**Table 3. Profile of age compared to local population**

### Disability

3.3.8 Seventy nine percent of respondents stated they did not consider themselves to have a disability, 13% considered that they had a disability and 8% did not provide an answer.



**Figure 6. Profile of disability**

3.3.9 A comparison with the profile for people considering themselves to have a disability in Sunderland and South Tyneside as a whole shows that the proportion stating they have a disability was lower among those responding to the consultation. A comparison is shown in Table 4 below.

<sup>7</sup> Data sourced from Census 2011 (available on [www.nomisweb.co.uk](http://www.nomisweb.co.uk))

	<b>Responses to the consultation</b>	<b>Valid responses</b>	<b>South Tyneside and Sunderland combined population<sup>8</sup></b>
Yes	13%	14%	23%
No	79%	86%	77%
Prefer not to say	3%	--	--
Not answered	5%	--	--

**Table 4. Profile of disability compared to local population**

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<sup>8</sup> Data sourced from Census 2011 (available on [www.nomisweb.co.uk](http://www.nomisweb.co.uk))



### 3.4 Opinions on the public exhibitions

3.4.1 Two questions were asked about the public exhibitions that took place.

- Q6i. Did you attend a public exhibition?
- Q6ii. How did you hear about this consultation?

#### Q6i. Did you attend a public exhibition?

3.4.2 A large majority (85%) of the respondents did not attend the public exhibitions; 14 respondents did attend, accounting for 10% of the total responses.

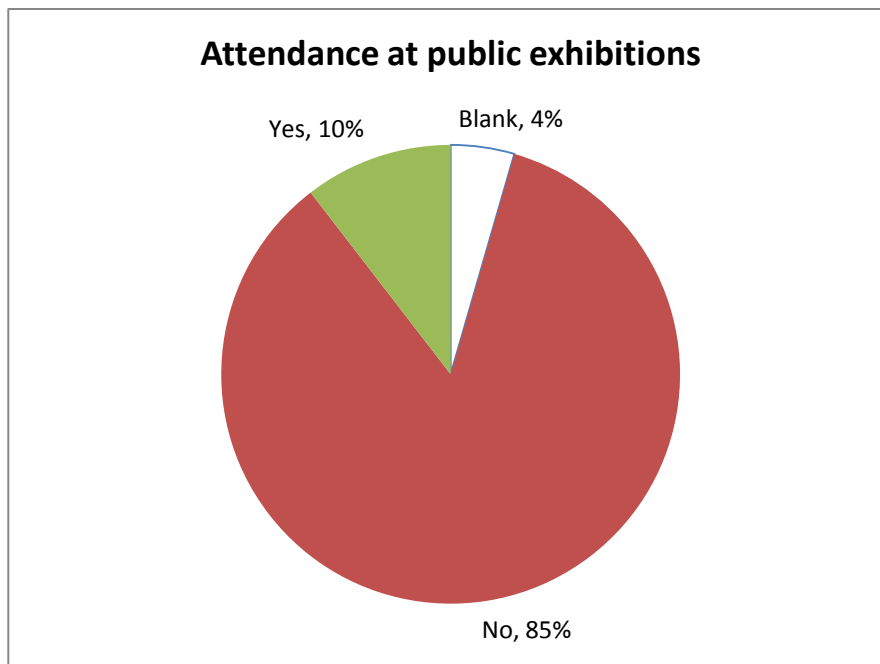
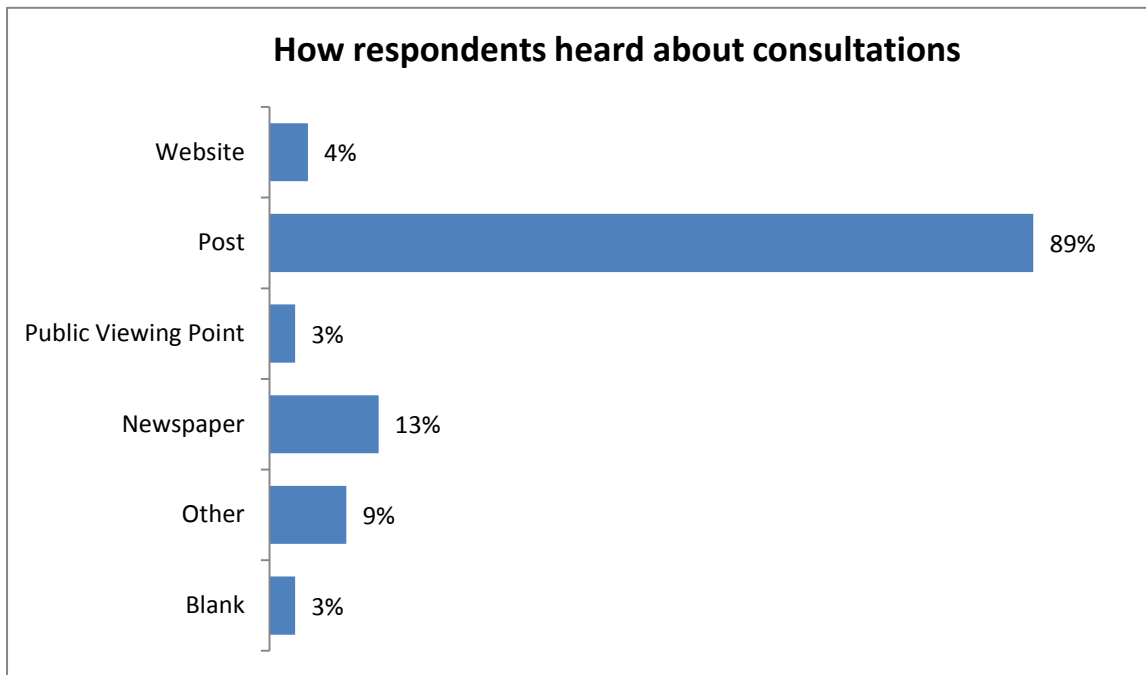


Figure 7. Attendance at public exhibition

### Q6ii. How did you hear about this consultation?

3.4.3 The question allowed respondents to identify all of the channels from which they heard about the public consultation. Some respondents heard about the consultation from more than one channel.

3.4.4 Nearly all (89%) respondents heard about the consultation through receiving the consultation brochure in the post, 13% found out about the consultation through the advertisement in the newspaper.



**Figure 8. How respondents heard about the consultations**

3.4.5 The questionnaire gave the option for writing how they heard about the consultation if the options were not covered within the questionnaire. 9% of respondents heard about the public consultation in another way. Some of the other responses are listed below:

- “memo at work” .
- “news” .
- “memo from Nissan” .
- “word of mouth” .
- “Sent to my mother (Hylton Castle) rather than me” .
- “At Testos roundabout exhibition and exhibition for the new Sunderland / South Tyneside business park” .
- “unable to attend public consultation but would have definitely if I had been able to” .
- “email” .

### 3.5 Usage of A19 Downhill Lane Junction

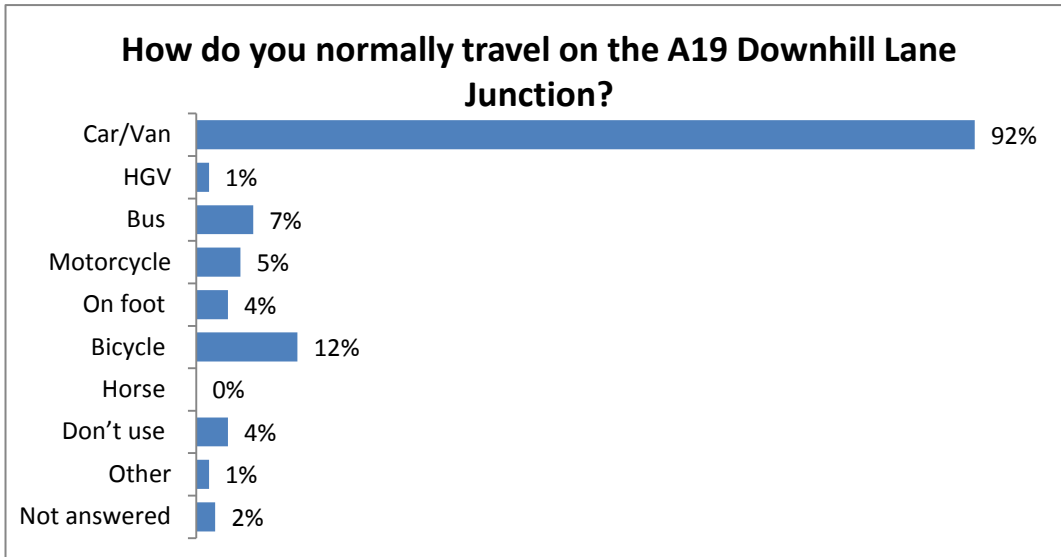
- 3.5.1 The questionnaire included questions about how the respondent used the A19 Downhill Lane Junction. The questions asked were:
- Q3. How do you normally travel on the A19 Downhill Lane Junction?
  - Q4. What is your relationship to the A19 Downhill Lane Junction and the surrounding area?
  - Q5. How often do you use this junction?
- 3.5.2 The results for these questions are presented as charts accompanied by an analysis which looks at how answers differ, or are the same, across different geographic areas. This analysis is presented as percentages<sup>9</sup> of the total number of respondents using the questionnaire (134 respondents). Where information is presented in tables, we have highlighted in yellow where proportions are higher for one group than for the overall
- 3.5.3 Several questions included “other” responses where respondents were able to provide more details. These comments were reviewed. The analysis of these comments is presented in terms of the frequency of particular issues being mentioned.

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<sup>9</sup> Note: due to rounding of percentages, where two or more percentages are added together – for example to show all those who said they “strongly agreed” and those who said they “agreed” to give an overall “agreed” figure – the final percentage may be different from a simple addition of the individual percentages shown. For example, where percentages of 89% and 5% are shown these could actually be 89.4% (rounded to 89%) and 5.4% (rounded to 5%); the sum of these percentages would be 95% (89.4+5.4=94.8) rather than 94% (89+5).

### How do you normally travel on the A19 Downhill Lane Junction?

- 3.5.4 The question allowed respondents to identify all their normal travel modes (respondents were allowed to tick all that apply), for example car/van and bicycle, when travelling on the A19 Downhill Lane Junction.
- 3.5.5 Nearly all respondents (92%) said they normally travelled on the junction using a car or van; the second most common response was cycling which accounted for 12% of the total responses.



**Figure 9. Respondents' mode of travel on Downhill Lane Junction**

- 3.5.6 There are no real differences in the proportions using car across the three geographic areas.
- 3.5.7 The proportion using a bicycle to travel on the junction is lower for those living South of the junction (7% compared to 17% for those living North of the junction).
- 3.5.8 The numbers using other means of travel are too small to allow analysis.

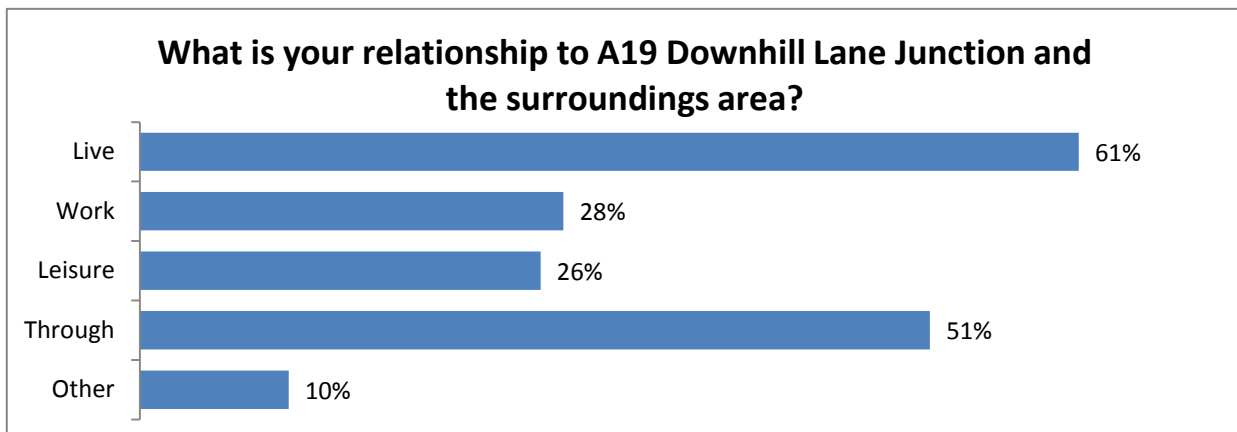
<b>Geographic Grouping</b>		<b>Close to DHL</b>	<b>North of DHL&amp;T</b>	<b>South of DHL</b>	<b>Other</b>	<b>Blank</b>	<b>Grand Total</b>
<b>Respondents by Transport Mode</b>	<b>Car/Van</b>	53	24	40	3	3	123
	<b>HGV</b>	-	1	-	1	-	2
	<b>Bus</b>	1	2	5	1	-	9
	<b>Motorcycle</b>	3	1	1	2	-	7
	<b>On foot</b>	2	-	2	1	-	5
	<b>Bicycle</b>	7	5	3	-	1	16
	<b>Horse</b>	-	-	-	-	-	-
	<b>Don't use</b>	1	4	-	-	-	5
	<b>Other</b>	1	1	-	-	-	2
	<b>Not Answered</b>	3	-	-	-	-	3
<b>Total respondents</b>		<b>57</b>	<b>30</b>	<b>41</b>	<b>3</b>	<b>3</b>	<b>134</b>

**Table 5. Respondents' mode of travel by geographic grouping**

#### Q4. What is your relationship to A19 Downhill Lane Junction and the surrounding area?

3.5.9 The question allowed respondents to identify all their relationships with the surrounding area, for example they could live and work in the surrounding area.

3.5.10 More than 60% of the respondents said they lived in the local area and used Downhill Lane Junction to get to/from home. A large number of respondents (51%) said they used the A19 to travel through Tyne & Wear, 28% said they worked in the local area and used the junction to get to or from work, and 26% said they used the junction to get to local leisure facilities.



**Figure 10. Relationship with junction and surrounding area**

3.5.11 Ten percent of respondents said they used the A19 for other reasons; the question allowed room to write in the reason, typical comments were:

- “I use this junction to get to the retail parks” s47 respondent, lives South.
- “Travel from Penshaw to Boldon and Whitburn along A19” s47 respondent, lives outside area.
- “I use this junction as part of work (van driver)” s47 respondent, lives North.
- “I use the junction when visiting my mother in Hylton Castle, and sister in Washington.” s47 respondent, lives Close to junction.
- “used to work in Washington” s47 respondent, lives South.

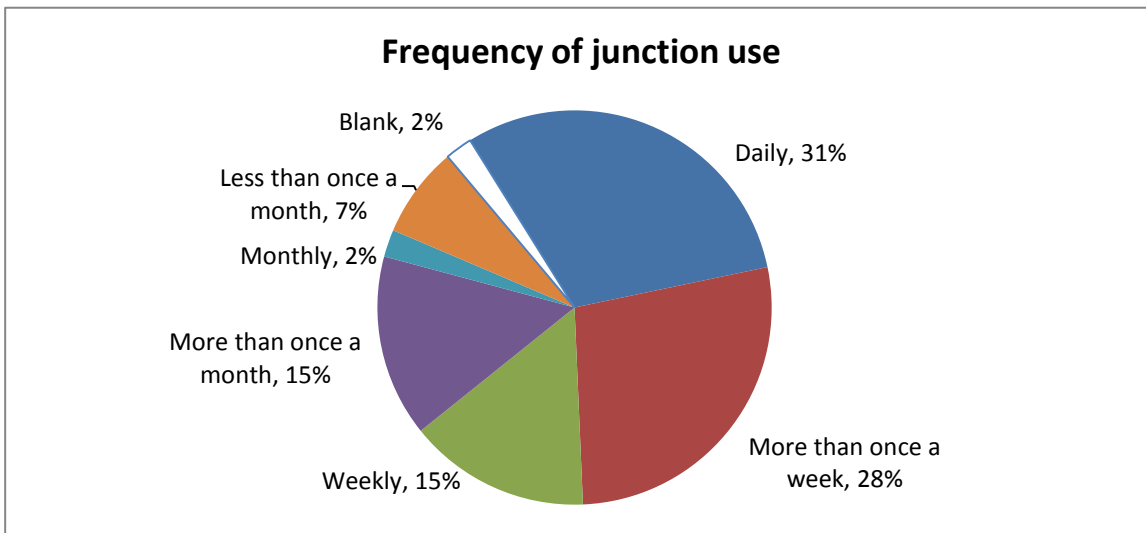
- 3.5.12 It was not surprising that those living in the geographic area “Close to DHL” were more likely to say they lived in the area (77% compared to 61% overall). Those in the “North of DHL” area were least likely to say they lived in the local area (30%).
- 3.5.13 Those living South of the junction were more likely to say they worked in the area of the junction (37% compared to 28% overall). Respondents living in this area were also more likely to say they used the junction to travel through the area.

Geographic Grouping		Close to DHL	North of DHL&T	South of DHL	Other	Blank	Grand Total
<b>Respondents by relationship to DHL</b>	<b>Live</b>	44	9	26	-	3	82
	<b>Work</b>	14	7	15	-	1	37
	<b>Leisure</b>	19	5	11	-	-	35
	<b>Through</b>	23	16	27	2	1	69
	<b>Other</b>	8	2	2	1	-	13
<b>Total respondents</b>		<b>57</b>	<b>30</b>	<b>41</b>	<b>3</b>	<b>3</b>	<b>134</b>

**Table 6. Respondents' relationship with junction by geographic area**

### Q5. How often do you use this junction?

3.5.14 Thirty one percent of respondents said they used the junction every day and 28% stated that they used the junction not daily, but more than once a week. 15% said that they used the junction on a weekly basis. Another 15% stated that they used the junction more than once a month. Respondents who used the junction on a monthly basis were less common (2%), whereas 7% stated that they used Downhill Lane Junction less than once a month.



**Figure 11: Frequency of use of Downhill Lane Junction**

3.5.15 Respondents living South of the junction were more likely to use the junction frequently: 71% used the junction daily or more than once a week compared to 58% overall.

3.5.16 Those living North of the junction were more likely to use the junction infrequently: 23% of respondents used the junction less than once a month compared to 10% overall.



Geographic grouping		Close to DHL	North of DHL&T	South of DHL	Other	Blank	Grand Total
<b>Respondents by frequency of use</b>	<b>Daily</b>	18	5	15	1	2	41
	<b>More than once a week</b>	14	8	14	1	-	37
	<b>Weekly</b>	9	4	6	-	1	20
	<b>More than once a month</b>	11	5	4	-	-	20
	<b>Monthly</b>	1	2	-	-	-	3
	<b>Less than once a month</b>	2	5	2	1	-	10
	<b>Blank</b>	2	1	-	-	-	3
<b>Total respondents</b>		<b>57</b>	<b>30</b>	<b>41</b>	<b>3</b>	<b>3</b>	<b>134</b>

**Table 7. Frequency of junction use by geographic area**

### 3.6 Views on proposed improvement

3.6.1 The questionnaire was designed to gather respondents' views on the proposed improvement. Respondents were asked to state their views on the following questions/statements:

- Q1. To what extent do you agree or disagree with the need for improvements on the A19 Downhill Lane Junction?
- Q2. To what extent do you agree or disagree with the statement: I support the proposed improvement option for A19 Downhill Lane Junction.

This question included a space for respondents to provide more details on why they were in support, or not in support, of the option.

3.6.2 The results for these questions are presented as charts accompanied by an analysis which looks at how answers differ, or are the same, across different geographic areas and in relation to other aspects of the responses e.g. transport mode. This analysis is presented as percentages<sup>10</sup> of the total number of respondents using the questionnaire (134 respondents).

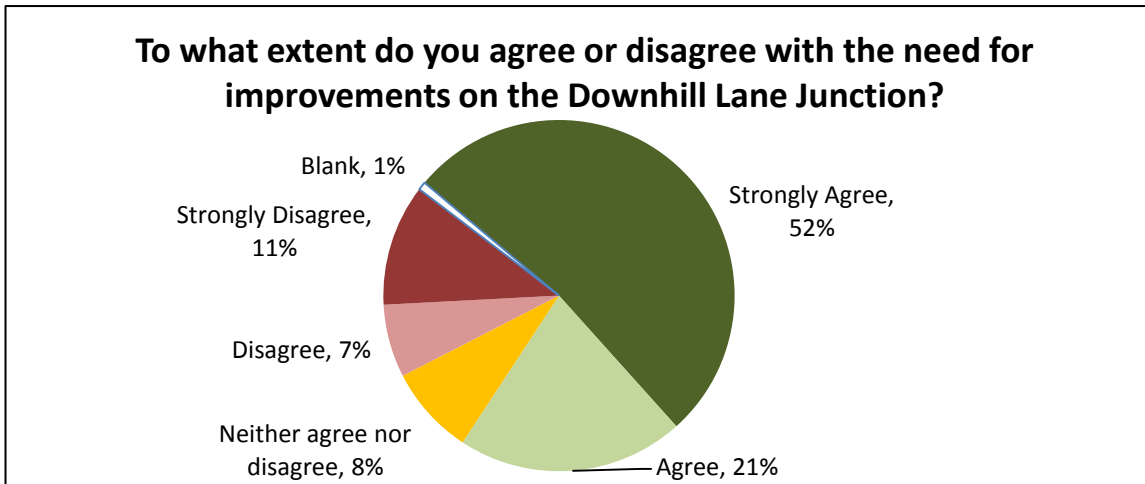
3.6.3 Question 2 included space where respondents were able to provide more details. These comments were reviewed and grouped to draw out the themes. Where these themes emerged in the responses these are also analysed and reported. The analysis of these comments is presented in terms of the frequency of particular issues being mentioned.

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<sup>10</sup> Note: due to rounding of percentages, where two or more percentages are added together – for example to show all those who said they “strongly agreed” and those who said they “agreed” to give an overall “agreed” figure – the final percentage may be different from a simple addition of the individual percentages shown. For example, where percentages of 89% and 5% are shown these could actually be 89.4% (rounded to 89%) and 5.4% (rounded to 5%); the sum of these percentages would be 95% (89.4+5.4=94.8) rather than 94% (89+5).

### Need for improvements

3.6.4 Over half of the respondents (52%) strongly agreed that there was a need for the improvements and a further 21% agreed with this statement. The level of disagreement was much lower: 8% neither agreed nor disagreed, 7% and 11% respectively disagreed and strongly disagreed that there is a need for improvements.



**Figure 12. Level of agreement with need for improvement**

3.6.5 Table 8 below shows the levels of support across the three geographic areas.

3.6.6 Those living North of the junction were more likely to agree that improvement is needed: 90% respondents compared to 73% overall.

3.6.7 Those living Close to the junction were more likely to disagree: 30% of respondents in the area compared to 18% for all respondents.

	Geographic Grouping	Close to DHL	North of DHL&T	South of DHL	Other	Blank	Grand Total
Response to Q1	Strongly agree	23	18	25	3	1	70
	Agree	11	9	7	-	1	28
	Neither agree nor disagree	5	1	5	-	-	11
	Disagree	6	1	1	-	1	9
	Strongly disagree	11	1	3	-	-	15
	Blank	1	-	-	-	-	1
	<b>Grand Total</b>		<b>57</b>	<b>30</b>	<b>41</b>	<b>3</b>	<b>3</b>

**Table 8. Level of agreement with need for improvement by geographic area**

3.6.8 Table 9 below looks at levels of agreement by transport mode.

	Car/ Van	HGV	Bus	Motor cycle	On foot	Bicycle	Horse	Don't use	Other	Not Answered
Strongly agree	66	2	5	6	3	8	-	1	-	1
Agree	26	-	2	-	1	4	-	2	1	0
Neither agree nor disagree	10	-	2	-	-	3	-	-	1	0
Disagree	8	-	-	-	-	1	-	1	-	0
Strongly disagree	13	-	-	1	1	-	-	1	-	1
Blank	-	-	-	-	-	-	-	-	-	1
<b>Grand Total</b>	<b>123</b>	<b>2</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>16</b>	<b>-</b>	<b>5</b>	<b>2</b>	<b>3</b>

**Table 9. Level of agreement with need for improvement by normal transport mode.**

3.6.9 Those who normally used a car to travel on the junction made up the majority of respondents, and so their views also closely reflected the overall views. Those who said they normally used a bicycle to travel on the junction were less likely to disagree with the need for improvement.

3.6.10 Table 10 below looks at levels of agreement by respondents' relationships with Downhill Lane Junction.

	Live	Work	Leisure	Through	Other
Strongly agree	42	26	19	35	8
Agree	17	1	8	16	2
Neither agree nor disagree	7	3	2	6	1
Disagree	5	3	4	4	1
Strongly disagree	11	4	2	8	1
Blank					
<b>Grand Total</b>	<b>82</b>	<b>37</b>	<b>35</b>	<b>69</b>	<b>13</b>

**Table 10. Level of agreement with need for improvement by relationship with junction**

3.6.11 Those who used the junction for work purposes were more likely to strongly agree with the need for improvement: 70% strongly agreed compared to 52% for all respondents.

3.6.12 There were no other real differences by the types of relationship respondents had with the junction.

3.6.13 Those respondents who disagreed largely did so because they did not see a need for the scheme, or saw it to be a waste of money. Some referenced the uncertainty surrounding the industry at the IAMP development. Their justifications were provided in their open comments to Question 2.

*“Because I live and work in the area and have never identified it as needing attention. The delays it will cause for motorists while being undertaken will*

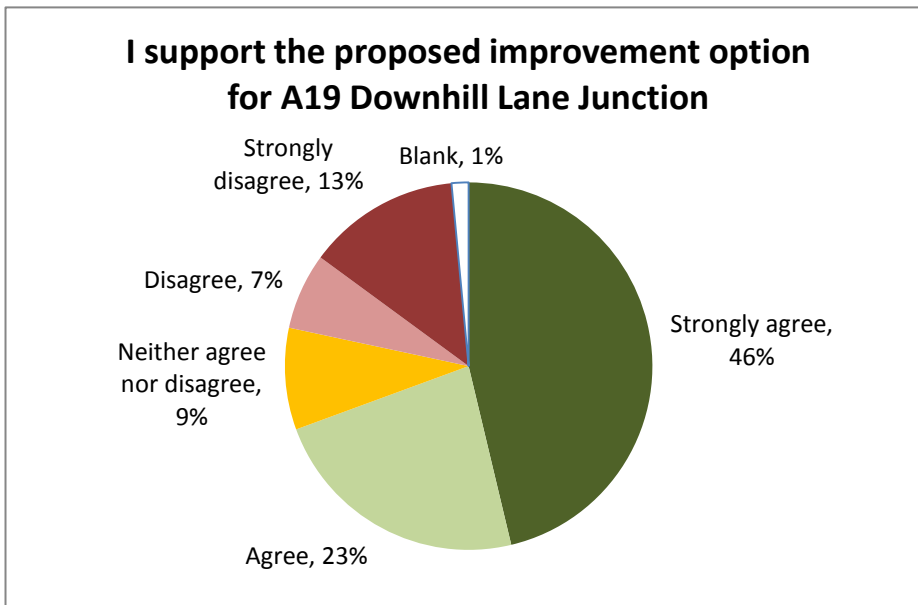
*probably never be recovered by any saved time for many years” S47 respondent, strongly disagreed at Q1, lives close to Downhill Lane*

*“What evidence/information is there in the public domain to illustrate/prove there will be any business or industry in the proposed new IAMP? Units are standing idle/factories are empty all over Washington/So. Tyneside and Bolden Business park. Public money is being wasted on a not proven feasible possibility of yet another industrial park which is not needed while there are unused factories available very close by” S47 respondent, strongly disagreed at Q1, lives close to Downhill Lane*

3.6.14 Further analysis of the open comments is included in paragraphs 3.6.26 to 3.6.28.

### Support for Option A

- 3.6.16 Question 2 asked for respondents' opinion on the proposed design option, by stating their level of agreement with the following statement: "I support the proposed improvement option for A19 Downhill Lane Junction".
- 3.6.17 Sixty nine percent of respondents either strongly agreed or agreed with the proposed option. Nine percent neither agreed nor disagreed, and 20% disagreed with the option. One percent of respondents did not answer this question.



**Figure 13. Level of support for proposed improvement option**

3.6.18 Table 11 below shows the level of support by geographic area.

	Geographic Grouping	Close to DHL	North of DHL&T	South of DHL	Other	Blank	Grand Total
Response to Q2	Strongly agree	21	16	22	2	1	62
	Agree	11	8	10	1	1	31
	Neither agree nor disagree	6	2	4	-	-	12
	Disagree	4	2	2	-	1	9
	Strongly disagree	14	1	3	-	-	18
	Blank	1	1	-	-	-	2
	<b>Grand Total</b>		<b>57</b>	<b>30</b>	<b>41</b>	<b>3</b>	<b>3</b>

**Table 11. Level of support for proposed improvement option by geographic area**

3.6.19 The levels of agreement were lower for those living Close to the junction: 56% compared to 69% overall. These respondents were the most likely to strongly disagree (25% compared to 13% overall).

### 3.6.20

3.6.21 Table 12 below looks at levels of support by transport mode.

	Car/ Van	HGV	Bus	Motor cycle	On foot	Bicycle	Horse	Don't use	Other	Not Answered
Strongly agree	60	2	5	5	2	6	-	-	-	1
Agree	29	-	2	1	2	4	-	2	1	-
Neither agree nor disagree	9	-	2	-	-	5	-	1	-	-
Disagree	8	-	-	-	-	1	-	1	1	-
Strongly disagree	16	-	-	1	1	-	-	1	-	1
Blank	1	-	-	-	-	-	-	-	-	1
<b>Grand Total</b>	<b>123</b>	<b>2</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>16</b>	<b>-</b>	<b>5</b>	<b>2</b>	<b>3</b>

**Table 12. Level of support for proposed improvement option by normal transport mode.**

3.6.22 Those who normally used a car to travel on the junction made up the majority of respondents, and so their views also closely reflected the overall views.

3.6.23 Those who said they normally used a bicycle to travel on the junction were more likely to say they neither agreed nor disagreed with the proposed improvement option.

3.6.24 Table 13 below looks at levels of support by respondents' relationships with Downhill Lane Junction.

	Live	Work	Leisure	Through	Other
Strongly agree	39	20	16	30	4
Agree	18	3	9	16	5
Neither agree nor disagree	6	4	2	6	2
Disagree	6	3	2	6	2
Strongly disagree	13	7	5	10	-
Blank	-	-	1	1	-
<b>Grand Total</b>	<b>82</b>	<b>37</b>	<b>35</b>	<b>69</b>	<b>13</b>

**Table 13. Level of agreement with need for improvement by relationship with junction**

3.6.25 There were no real differences in levels of support for the proposed option by respondents' relationships with Downhill Lane Junction.

### Analysis of open comments

- 3.6.27 Question 2 allowed respondents to provide more details on why they agreed or disagreed with the proposed option. The question format was open and allowed respondents to write whatever they chose. Each response was read individually, and the key themes were grouped to allow us to count how many people had mentioned each issue. A full breakdown of the issues raised can be found in Appendix E.
- 3.6.28 A number of the comments made required a response from the project team. These comprised mainly of individuals with serious concerns or specific questions about the design or consultation process. A summary of the issues raised that received a response can be found in Section 3.7.
- 3.6.29 The following section looks in further detail at the open responses to Question 2, and the main issues raised for each geographic grouping. The analysis is presented as tables that show the top five grouped comments for each geographic grouping. This is accompanied by commentary and illustrated by verbatim quotes from the comments.

### Close to Downhill Lane

- 3.6.30 Forty-three of the 57 respondents in the geographic grouping close to Downhill Lane provided more details of why they supported or did not support the proposed improvement option.
- 3.6.31 Table 14 shows their most mentioned comments.

Comment	Total mentions	Close to DHL (total respondents 57)
Support - general	21	10
Current junction design causes congestion	7	4
Need to improve traffic flow / reduce congestion	16	4
Improvements should have been completed last time	5	4
Waste of money	6	4
Other issues	5	4

**Table 14. Top 5 comments for respondents living Close to junction**

- 3.6.32 Table 14 shows that the strongest sentiment of those respondents who lived close to Downhill Lane was general support for the scheme (10 of the 57 respondents in the geographic group mentioned this). A typical comment was:



*“We need to improve our transport infrastructure especially with the proposed development of IAMP and continued expansion of Nissan and its supporting suppliers.”* s47 respondent, lives Close to junction (DHLP0037)

3.6.33 Concerns surrounding congestion were prevalent also, with 4 mentions of the need to improve traffic flow and 4 mentions of how the current junction design caused congestion. The comment below, from a respondent who strongly agreed with the need for improvement, and agreed with Option A, illustrates the perception that the junction design caused congestion and there was therefore a need to improve traffic flow at Downhill Lane.

*“Traffic needs to flow faster than its present speeds and is restricted by the amount of traffic lights and junctions within the junction”* s47 respondent, strongly agreed at Q2, lives Close to junction (DHLP0034)

3.6.34 There were also some negative comments from these respondents. Four respondents felt that the improvements should have been completed when recent works were undertaken at Downhill Lane Junction, and 4 people believed that the Downhill Lane Junction improvement was a waste of money.

3.6.35 The comment below, from a respondent who neither agreed nor disagreed with the proposed improvements and the design for Option A, illustrates both of these themes.

*“The junction has only just been improved at great cost. Why were these improvements not enough?”* S47 respondent, neither agreed nor disagreed at Q2, lives Close to junction (DHLP0117)

### North of Downhill Lane and Testos

3.6.36 Twenty-three of the 30 respondents in the geographic grouping north of Downhill Lane and Testos junctions provided more details of why they supported or did not support the proposed improvement option.

3.6.37 Table 15 shows their most mentioned comments.

Comment	Total mentions	North of DHL&T (total respondents 30)
Need to improve traffic flow / reduce congestion	16	4
Safe access for cyclists / bridleway / non-motorised users	7	3
Improve safety	5	3
Better for the area/supports improvement	3	3

**Table 15. Top 4 comments from respondents North of Downhill Lane and Testos Junctions**

- 3.6.38 The main concerns for these respondents surrounded improved traffic flow, general safety at the junction and safety for non-motorised users (four mentions each).
- 3.6.39 The comment below, from a respondent who strongly agreed with the need for improvement, and Option A illustrates the concerns regarding traffic flow and safety.  
*“Traffic around this area is chaotic, slow moving and at times dangerous. The queues of traffic sliding back on to the A19 are literally accidents waiting to happen.”* S47 respondent, strongly agreed at Q2, living north of junction (DHLW0127)
- 3.6.40 Further to the concerns about safety for motorised users, the comment below illustrates the concerns surrounding non-motorised users. This respondent also strongly agreed with the need for improvement and with Option A.  
*“To improve safety for cyclists across this busy interchange”* S47 respondent, strongly agreed at Q2, living North of junction (DHLW0135)
- 3.6.41 Three further respondents commented that the scheme will benefit the local economy. The quote below demonstrates general support for the scheme, and specifically the economic benefits to the region. This respondent strongly agreed with the need for the scheme and with the proposals for Option A.  
*“The north east of England has seen massive reduction in manufacturing and industry as a whole. Any development to help redress that issue gets my vote”* S47 respondent, strongly agreed at Q2, living North of junction (DHLW0126)

### South of Downhill Lane

- 3.6.42 34 of the 41 respondents in the geographic grouping south of Downhill Lane Junction provided more details of why they supported or did not support the proposed improvement option.
- 3.6.43 Table 16 shows their most mentioned comments.

Comment	Total mentions	South of DHL (total respondents 41)
Support - general	21	8
Nissan - shift change time causes congestion	10	7
Need to improve traffic flow / reduce congestion	16	6
Congestion at peak times/traffic jams	7	3

**Table 16. Top 4 comments from respondents South of Downhill Lane Junction**

- 3.6.44 South of Downhill Lane, eight respondents commented with their general support for the scheme. Six respondents stated that there was a need to improve traffic flow and reduce congestion at the junction, and seven stated that the shift change time at the Nissan plant caused congestion.

*“I am in support, due to congestion, mainly caused by the lack of spare capacity at the junction. Especially during peak times and Nissan staff start/finishing times.”* s47 respondent, strongly agreed at Q2, living south of junction (DHLW0033)

- 3.6.45 Three respondents mentioned that there was a need to allow for the planned future development in the area. Some respondents referred specifically to the IAMP and the planned expansion of the Nissan plant.

- 3.6.46 The comment below, from a respondent who agreed with the need for improvement and with Option A demonstrates the perceived need for the scheme to allow for planned future development.

*“I support this option however having worked at Nissan for 27 years there is an urgent need for the A1290 from the Downhill Lane Junction up to or further than Nissan to be upgraded to dual carriageway. Traffic at the moment is a nightmare and going to get alot [sic] worse.”* S47 respondent, agreed at Q2, living south of junction (DHLP0008)

### **3.7 Responses requiring a reply**

- 3.7.1 Six respondents wrote comments that required a response from Highways England. These responses, including a summary of Highways England’s reply, are summarised below.

#### **Evidence required that IAMP would improve the local economy**

- 3.7.2 One respondent had a query about the evidence to show that the IAMP would improve the industry in the region. Highways England provided contact details for the IAMP, suggesting that the respondent follow their query up with the developers.

#### **Use the money to dual the A1 in Northumberland**

- 3.7.3 One respondent recommended that the money for the Downhill Lane improvement should be used to dual the A1 in Northumberland. Highways England provided information about their proposal to dual the A1 in Northumberland.

#### **Where is the money coming from?**

- 3.7.4 One respondent queried where the money from the scheme was coming from. Highways England responded with information about the Road Investment Strategy and how it is funded.

#### **Recent works and proposed works do not provide cost efficiencies**

- 3.7.5 One respondent had concerns about the recent works at the junction and was concerned that the proposed works do not offer cost efficiencies as stated. Highways England responded, clarifying that the recent works in summer 2015

were undertaken by South Tyneside Council, and the proposed works are to increase capacity at the roundabout in light of proposed development of the IAMP and expansion of Nissan. The response also clarified that the cost efficiencies refer to the combining of the Testos and Downhill Lane schemes.

#### **Request to undertake a full 'nature assessment'**

- 3.7.6 One respondent raised concerns about nature conservation at Downhill Lane and recommended that a full nature assessment is undertaken for the site. There were also concerns about drainage into the River Don. Highways England responded to confirm that a full ecological survey has been undertaken, and to clarify that the proposed changes to existing drainage would reduce the amount of pollution already entering the river.

#### **Provision for cyclists at the junction**

- 3.7.7 One respondent had concerns about the provision for cyclists at the junction, specifically with regard to the bridleway that runs parallel to the A19. Highways England responded, explaining that we have consulted a range of non-motorised user groups and are aware of the potential issues. As designs develop, Highways England are committed to at least reproducing, if not improving, the non-motorised user access across the junction.

## 4 Responses in open format

4.1.1 This section looks at the responses received via email and letter formats. There were nine responses received in these formats:

- two from local authorities.
- four from key stakeholders.
- three from members of the general public.

4.1.2 These responses are reported separately from those received on the questionnaire as they were not answering the specific questions included on the questionnaire.

4.1.3 All responses from local authorities and key stakeholders received an official response from Highways England acknowledging receipt of their response and addressing concerns where necessary.

### 4.2 Local authorities

4.2.1 Two formal responses were received from local authorities; one from a representative from Sunderland City Council, and one combined from Sunderland City Council and South Tyneside Council, in their capacity as developers for the IAMP. A summary of their concerns, and the replies issued by Highways England can be found below.

4.2.2 The responses from local authorities indicated they were supportive of the scheme, and its potential economic benefits to the area, especially in relation to planned local developments such as the IAMP. They also viewed the proposed Downhill Lane Junction improvement as addressing current traffic congestion and road safety issues at the junction.

#### **Sunderland City Council & South Tyneside Council**

4.2.3 This response was from the two local authorities in their capacity as developers for the IAMP which is intrinsically linked with improvements at Downhill Lane Junction. The response stated the joint authorities' support for the proposed Option A. Key points raised were:

- To ensure that the development of Downhill Lane Junction is planned with regard to the Development Consent Order application for the IAMP, which is being submitted by the local authorities in summer 2017

*“The new junction would connect into proposed A1290 Washington Road enhancements to the west of the A19 designed to help improve access to the proposed cross-boundary International Advanced Manufacturing Park (IAMP) NSIP development within Sunderland and South Tyneside – the boundary of the IAMP NSIP DCO would be co-terminus with the western boundary of the A19 Downhill Lane NSIP DCO, such that these projects must be planned in combination to ensure connectivity and that the planning and development of the IAMP land does not compromise the proposed junction improvements.” –S42(b) respondent – Sunderland City Council & South Tyneside Council*

- To ensure that any land take requirements take into account the regional planned sites for development, such as the site which lies directly east of the scheme, and that appropriate access arrangements for future developments on these sites are considered as part of the design.

*“Within South Tyneside ... land immediately east of the A19 Downhill Lane Junction, to the north-west of the Town End Farm residential estate in Sunderland, was assessed to be a potentially suitable and sustainable site for possible future development (draft SLR site ref. BC18). The proposed NSIP scheme’s realignment of the Downhill Lane and Washington Road layouts to the east of the A19 would clearly involve some land take from this site, and if the site is ultimately taken forward as a proposed development site allocation in South Tyneside’s forthcoming new Local Plan then consideration will need to be given to appropriate road junction access points off the realigned roads in this vicinity.”*

- S42(b) respondent – Sunderland City Council & South Tyneside Council

- 4.2.4 Highways England replied to the letter to thank the authorities for their support and re-iterated the intention to work together to plan the DCO applications for the IAMP and the Downhill Lane improvement scheme. The response also noted the information given about the land to the east of the scheme which is being considered for development, and committed to provide the likely potential land take for the scheme at the earliest opportunity.

#### **Sunderland City Council**

- 4.2.5 This response was received from the Head of Strategic Transport at Sunderland City Council. It also included their support for the scheme, due to the proposed option increasing capacity and road safety at the junction. Key points raised were:

- The proposed Option A will improve traffic flow, which will in turn benefit the local economy

*“The Downhill Lane scheme will free up the bottleneck at this key junction and increase capacity, improving traffic flows and enabling the efficient transportation of goods along the A19, benefiting the local, regional and national economy.”* –

S42(b) respondent, Sunderland City Council

- Sought clarification and confirmation of some of the proposed design elements, including the expressway standards which Highways England look to fulfil in the development of the A19, and in particular, whether this will apply to Downhill Lane.
- The proposed option A will provide increased capacity and road safety benefits to the junction.

*“Based on our understanding of the new junction configuration Sunderland City Council wishes to confirm its support for the proposed improvements, which will greatly assist in providing capacity and road safety improvements to key routes along the A19 and onto the local road network.”* – S42 respondent, Sunderland City Council

- 4.2.6 Highways England responded to this letter to thank the authority for their support for the scheme, and provided clarification to the points raised regarding the proposed design Option A. Highways England also explained that the expressways design standard / guidance has not yet been published, but once it is, a review will be carried out to determine the feasibility of implementing these standards as part of the proposed junction improvements.

### 4.3 Key stakeholders

- 4.3.1 Four responses were received from key stakeholders. These were as follows:

- 4.3.2 Responses from Section 47 Key Stakeholders provided information and recommendations for the implementation of the A19 Downhill Lane Junction improvements in relation to the economic aspirations of the area, as well as in consideration of the non-motorised user access at the junction. The North East Combined Authority and Local Enterprise Partnership fully supported the scheme.

#### North East Local Enterprise Partnership (NELEP) – Transport Lead

- 4.3.3 The North East Local Enterprise Partnership is a regional organisation designed to facilitate economic growth. They were in support of the improvements and key points raised in their response were:

- The proposed improvement at the A19 Downhill Lane Junction adds to a number of planned highway improvement schemes in the area which aim to reduce congestion on and near to the A19 and therefore improve connectivity along the route.

*“The A19 links the Port of Tyne with businesses located along the route. The existing bottlenecks along the A19 can hinder the movement of freight to/from the Port of Tyne and it is for this reason that the improvement of this stretch of road is one of our key priorities”.* – S47 KS response, North East Local Enterprise Partnership

- For economic reasons, the LEP supports the A19 Downhill Lane Junction improvements because it will help to improve accessibility along the A19 for freight travel and it supports economic developments in the area.

*“Improvements to the Downhill Lane Junction will benefit two of our enterprise zones: the A19 Corridor and the International Advanced Manufacturing Park.”* – S47 KS response, North East Local Enterprise Partnership

#### North East Combined Authority (NECA) – Thematic Lead for Transport

- 4.3.4 The North East Combined Authority aims to work across private and public sectors in the region and drive economic growth. Similar to the Local Enterprise Partnership, they were in support of the A19 Downhill Lane improvements, and the proposed Option A, and the issues referred to in their response were largely the same. These are summarised below.

- The Combined Authority supports the completion of the Testos and Downhill Lane Junctions together, to reduce disruption during construction.

- They believe that Option A will provide the most benefits.
- The A19 Downhill Lane proposed improvements will reduce congestion and bottlenecks at the junction, enabling the smooth transportation of goods between key distributors and the Port of Tyne.
- The A19 Downhill Lane proposed improvements improve connectivity for two local enterprise zones; the IAMP and the A19 Corridor.
- The Combined Authority encourages Highways England to consider access for non-motorised users, and improve user safety.

4.3.5 We responded to this letter to thank the NECA for their support for the proposed improvement, clarifying that Option A is compatible with the A19 Testos preferred route.

#### **Tyne & Wear Local Access Forum – Planning Sub-group Coordinator**

4.3.6 The Tyne and Wear Local Access Forum advises on Public Rights of Way and promotes access to and enjoyment of the surrounding countryside. Their formal response does not state whether or not they support the improvements, but it does accept that Option A will be the most likely option to be taken forward by Highways England. As such, the response:

- Provided information about the Public Rights of Way in the area

*“Numerically, the greatest number of users are cyclists travelling from West and East Boldon to Nissan and the businesses to the south and west of Nissan. However, there are also commuter and leisure cyclists, walkers and horse-riders regularly crossing the area in different directions.”* – S47 KS respondent, Tyne & Wear Local Access Forum

- Provided recommendations for implementation of non-motorised user (NMU) arrangements in the development of junction design.

4.3.7 Highways England issued a response to the Tyne and Wear Local Access Forum, stating that detailed design for non-motorised user facilities has not yet taken place, but the advice of the Local Access Forum will be taken into account when these designs are developed, as providing a junction which is safe for NMUs is a priority for Highways England.

#### **British Horse Society – Access and Bridleways**

4.3.8 The British Horse Society Access and Bridleways arm focuses on protecting and improving access for equestrians. Their response raised a number of concerns for horse riders and non-motorised users of A19 Downhill Lane Junction. These concerns were as follows:

- Option A is not safe for equestrians due to multiple entry points and slip roads.

*“It will be a circuitous hazardous route for equestrians to use the full roundabout, particularly with the expected increase in vehicular movement due to the IAMP development and the possible expansion of Nissan. It appears traffic would be*



*merging or exiting at five or six points and it could be hazardous entering or leaving the roundabout” –S47 KS response, British Horse Society*

- Suggested solutions which would be safer for non-motorised users of the junction, such as a designated overpass to the north of the junction, which would require further land take; or a bridleway bridge to the north of the roundabout, which would be preferred.

*“A bridleway bridge to the north of the roundabout, spanning the A19, is the only way forward with Pegasus crossings over the slips and joining onto the retained bit of Downhill Lane. This is the only way to ensure connectivity and safe passage for all non-motorised users of this junction” - S47 KS response, British Horse Society*

4.3.9 Highways England responded to the British Horse Society, stating that detailed design for non-motorised user facilities has not yet taken place, but the comments from the British Horse Society will be considered during design development.

#### **4.4 General public**

4.4.1 Three responses were received from members of the general public. All three mentioned the need to improve surrounding roads and that Downhill Lane should be a minor junction serving the local community rather than a major interchange.

4.4.2 Two felt that the congestion was worst at Nissan shift change times.

4.4.3 One respondent felt the scheme was a waste of money and improvements should be concentrated elsewhere.

4.4.4 One of these responses requested comments back from Highways England. This is summarised below.

##### **Access for non-motorised users**

4.4.5 One respondent felt that the junction needed to improve the access for non-motorised users with regard to how they can move from one side of the junction to the other, and requested confirmation that the facilities would take into account Interim Advice Note 195/16.

4.4.6 Highways England responded to clarify that whilst the proposed layout for non-motorised users is yet to be designed, we are committed to avoiding reproduction of the problems for cyclists caused by the layout of the existing traffic lights. Highways England also confirmed that non-motorised user facilities will be developed in accordance with Interim Advice Note 195/16.

## **Appendix A: Public consultation brochure**

## **Appendix B: Exhibition panels**

## **Appendix C: List of integrated project team attendees to public consultation exhibition**

## **Appendix D: Press release**

## Appendix E: Theme of responses

## **Appendix F: Tables showing breakdown of answers to Q1 and Q2 by transport mode and frequency of use**

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

