

A19

Moor Farm junction Options Consultation Summary

October 2026





At a glance

Between 16 June and 28 July 2026, National Highways consulted on two proposed options for improving the A19 Moor Farm junction. The consultation provided a range of opportunities for people to share their views and find out more about the proposals, including through events, stakeholder meetings and a consultation website.

More than 900 responses were received, alongside feedback from engagement with local authorities, community groups, and other stakeholders. The most common themes raised during the consultation related to congestion, journey times, road safety and active travel. Feedback showed strong support for improvements to the junction. Among those responding to the option preference question, Option D received the highest level of preference.

The consultation feedback will now be considered alongside engineering, environmental, operational, safety and economic factors. This work will help inform which option is taken forward for further design development at the next stage of the project.

This document provides a summary of the consultation responses received and the key themes raised.

About the project

National Highways is developing proposals to improve Moor Farm junction on the A19, north of Newcastle upon Tyne.

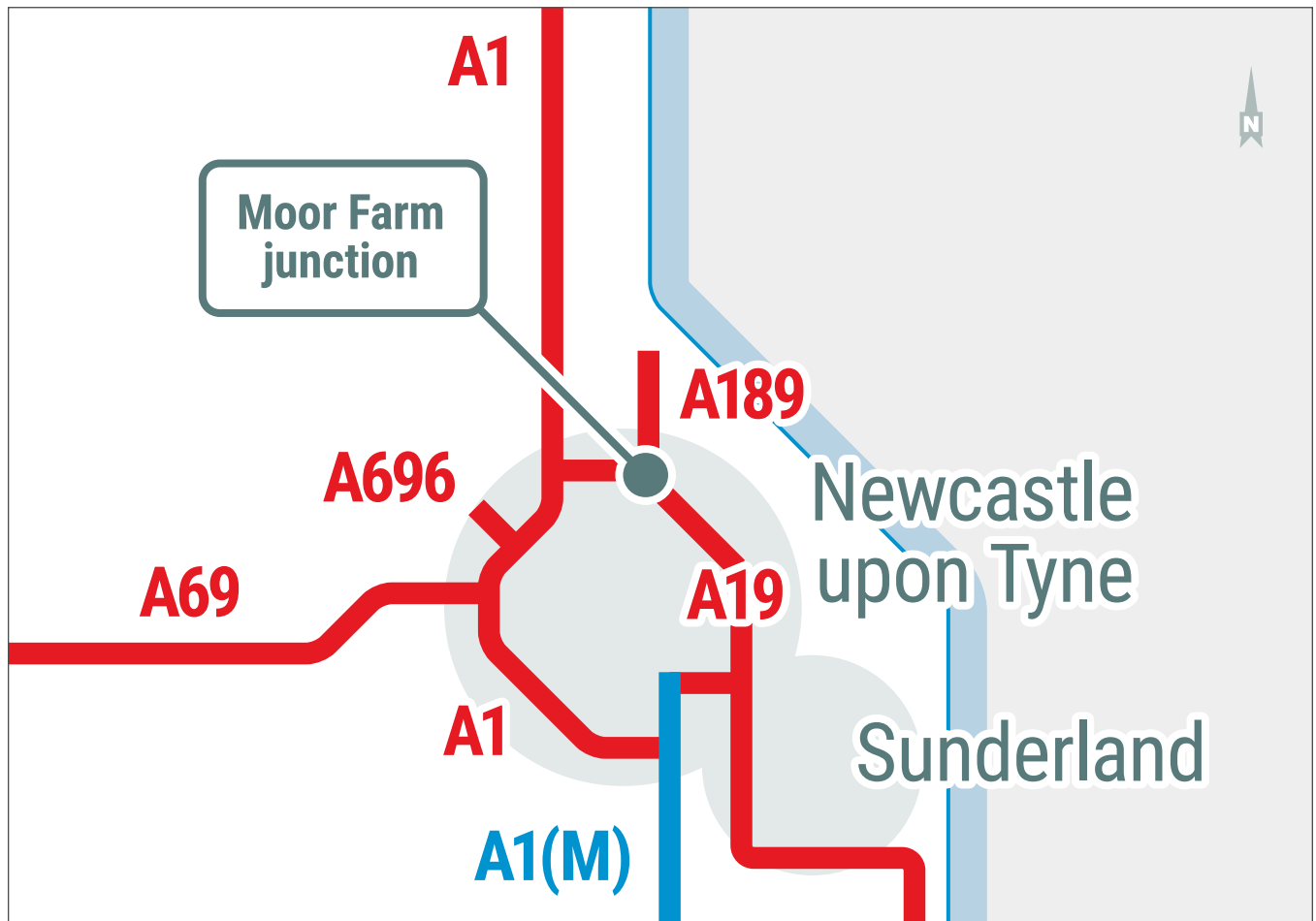
The Moor Farm junction experiences significant congestion during peak travel periods, resulting in delays and unreliable journey times for local communities, businesses and other road users. Without improvements, congestion and delays are likely to worsen as traffic and development in the region continue to grow.

The proposed improvements aim to reduce congestion, improve journey time reliability, enhance safety and support economic and housing growth in the region, alongside improving facilities and connectivity for people walking, wheeling and cycling.

The Options consultation invited people to provide feedback on two options, Option D and Option E.

Project location map

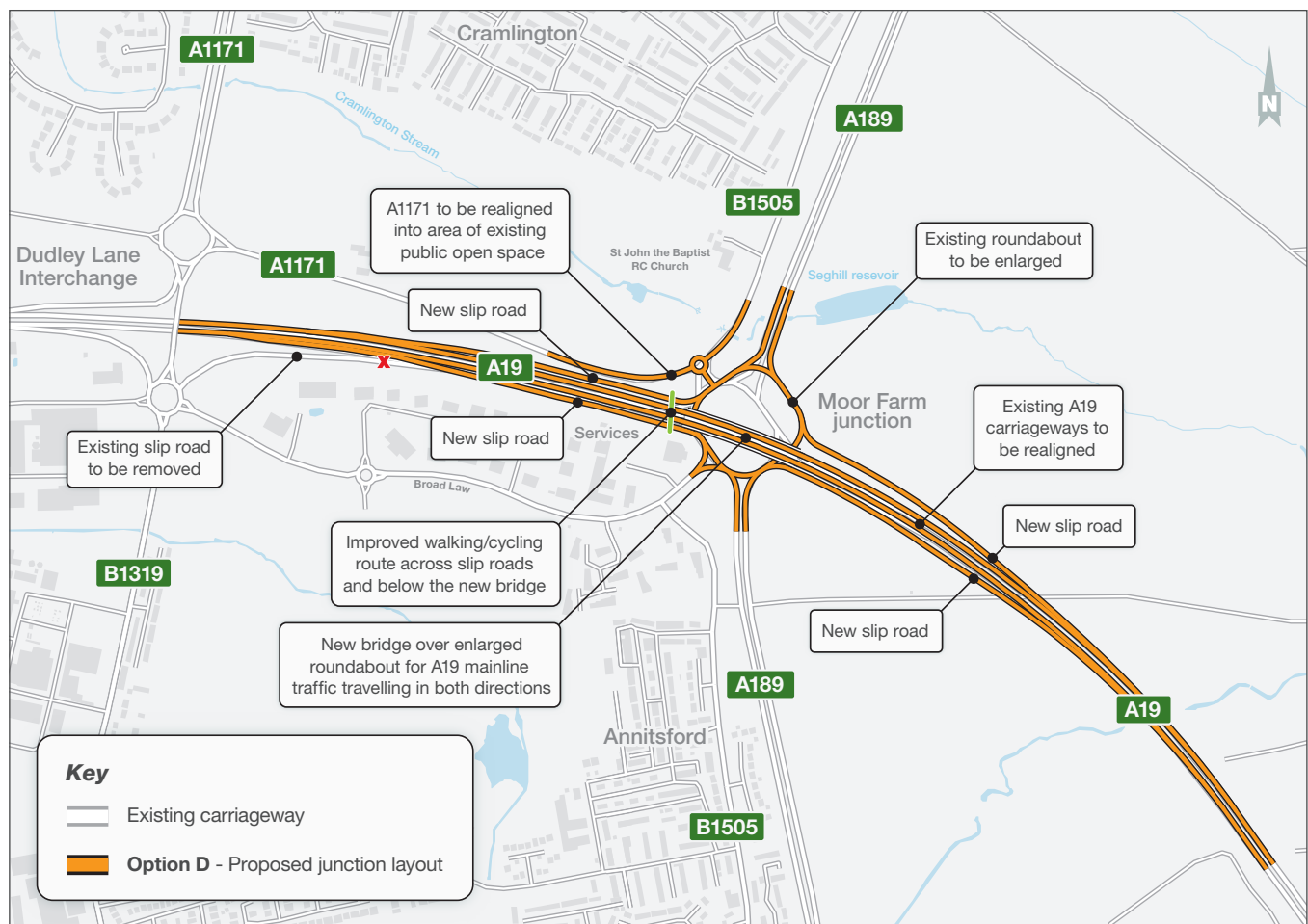
A19 Moor Farm junction



© Crown copyright and database rights 2026 OS AC0000827444 - Diagrammatic plan - Not to scale

Option D

A19 Moor Farm junction



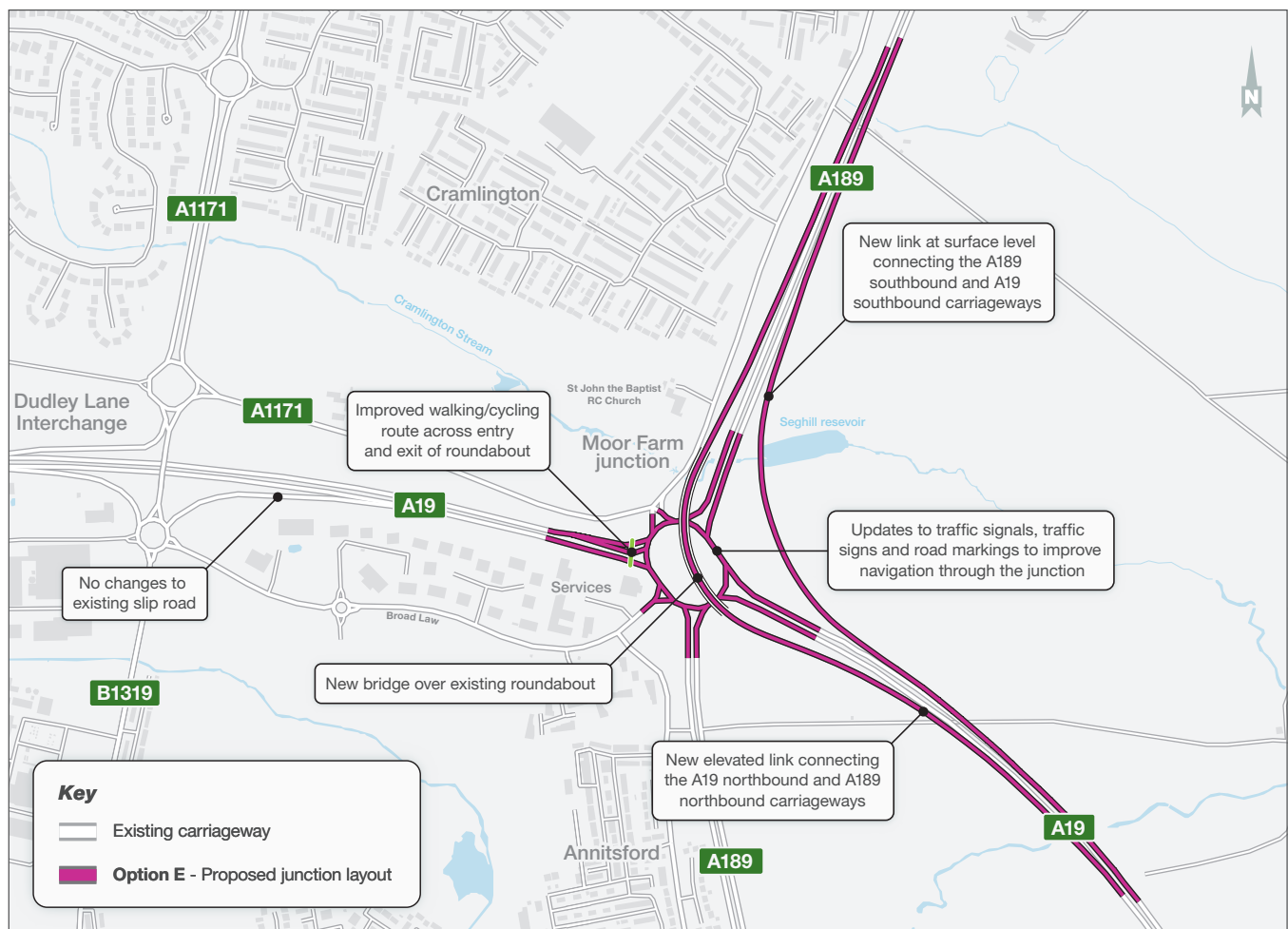
© Crown copyright and database rights 2026 OS AC0000827444 - Diagrammatic plan - Not to scale

Option D would provide a new bridge carrying A19 through traffic over Moor Farm roundabout, allowing traffic travelling along the A19 to continue without stopping at the roundabout. The roundabout would also be enlarged and reconfigured to better manage local traffic.

This option would also include improvements to walking and cycling facilities, including a wider shared use path on the western side of the junction passing underneath the new bridge. It would also require the removal of the westbound exit to Dudley Lane, with traffic instead using Broad Law.

Option E

A19 Moor Farm junction



© Crown copyright and database rights 2026 OS AC0000827444 - Diagrammatic plan - Not to scale

Option E would provide new free-flow links between the A19 and A189, allowing some traffic movements between the two routes to bypass the roundabout. The northbound link would pass over a new bridge, while the southbound link would be at ground level. Traffic continuing

along the A19 would continue to use the existing junction. This option would also include improvements to walking and cycling facilities, including a widened shared path and signalised crossing points on the western side of the junction.

About the consultation

Purpose

National Highways carried out an Options consultation between 16 June and 28 July 2026 to gather views on proposals to improve the A19 Moor Farm junction. The consultation aimed to improve understanding of the need for improvements, the options being considered and their potential impacts, and to gather informed feedback, drawing on local knowledge and experience.

Feedback on the benefits, impacts, desired mitigation measures, and advantages and disadvantages of each option will help inform the selection of a preferred option.

The consultation also aimed to support decision-making by explaining which aspects of the proposals could be influenced and how feedback would be considered alongside other evidence and assessments.

Who could participate

National Highways delivered a programme of engagement and communications throughout the consultation to raise awareness of the proposals and encourage participation. The consultation was open to anyone with an interest in the proposals. National Highways particularly sought views from local communities, stakeholders and road users, including:

- landowners
- local authorities
- local businesses
- local environmental and community groups
- MPs, councillors and parish councils
- road user and transport representative groups
- statutory environmental bodies
- the wider public
- visitors travelling to and through the local area

How people could find out

Postcards and posters

The consultation was publicised through postcard and poster publicity, with 4,344 promotional postcards sent to local residential and business addresses within approximately 1 km of the junction and over 80 posters sent to local venues such as local libraries, council offices, shops and supermarkets, community centres and village halls, and bus and train stations.

Social and local media

A paid social media campaign across Facebook and Instagram reached over 409,000 people, generated 812,000 impressions and delivered more than 19,600 click-throughs to consultation materials. Analysis of responses indicates the campaign accounted for over half of all consultation responses received, with Instagram helping extend reach amongst younger audiences.

Traditional media activity included coverage in regional news media, most notably an article published by Chronicle Live at the launch of the consultation, which outlined the proposals and encouraged participation. The coverage was subsequently syndicated by Yahoo News UK, extending its reach beyond National Highways' own communications channels.

Stakeholder and community networks

Stakeholder networks also played an important role in extending awareness of the consultation. Key stakeholders, including local authorities and Emma Foody MP, shared consultation information through their established communications networks, helping to reach residents, businesses and regular users of the A19 corridor across North Tyneside and south-east Northumberland.

How people could participate

People were able to access information, ask questions and provide feedback through a range of channels during the consultation period

Online feedback form

The primary method for submitting feedback was the online consultation response form, hosted on the project's Citizen Space webpage. Consultation materials, including the consultation brochure, feedback form, non-technical summary of the Environmental Assessment Report and the Approach to Options Consultation document, were available to download throughout the consultation period.

Printed feedback forms

Printed copies of the feedback form were available at consultation events and deposit locations. Respondents could complete the form by hand and return it by post or submit it at a consultation event. Large print versions were also available, with other alternative formats provided on request.

Email, post and telephone

Respondents could submit feedback directly by email or post, while those wishing to discuss the proposals or ask questions could contact National Highways' Customer Contact Centre by telephone. Contact details were provided within consultation materials and on the project webpage, ensuring that those unable to use the online form could still participate.

Consultation events

A programme of consultation events was delivered to provide opportunities for people to learn more about the proposals, ask questions and submit feedback directly to the project team. Drop-in consultation events were held on 25 and 27 June 2026 at The Community Hub, Cramlington, and on 21 July 2026 at the John Willie Sams Centre, Dudley.

Attendees were able to view information boards, speak with members of the project team, collect consultation materials and complete feedback forms.

A pop-up event was also held at Northumbria Specialist Emergency Care Hospital on 9 July 2026, providing an opportunity for staff and visitors to discuss the proposals with members of the project team. In addition, the National Highways mobile exhibition van operated at Blyth Beach and Blyth Market Square on 10 and 11 July 2026. The exhibition van acted as a mobile consultation venue, providing information boards, consultation materials and opportunities for attendees to speak directly with project team members and complete feedback forms.

Stakeholder engagement

Alongside the options consultation, a programme of stakeholder engagement was undertaken with local authorities, statutory bodies, community organisations and interest groups, including the Stakeholder Reference Group. These meetings provided opportunities to gather stakeholder insight, understand local priorities and issues, and encourage participation in the consultation through established stakeholder networks.

Deposit locations

Consultation materials were made available at a number of deposit locations throughout the consultation period, including libraries in Cramlington, Blyth, Dudley and Killingworth. Members of the public could review the consultation brochure, feedback form, non-technical summary of the Environmental Assessment Report and the Approach to Options Consultation document at these locations.

Together, these channels provided a range of opportunities for people to access information, engage with the project team and provide feedback in a manner that best suited their needs.

Consultation in numbers

During the consultation, hundreds of people engaged with the project through a range of online and face-to-face opportunities.

Measure	Result
Consultation responses	932 responses, including: ■ 877 online responses ■ 23 hard-copy responses ■ 32 email responses
Public information events	Six public information events, including: ■ Three drop-in events ■ Two pop-up event using National Highways' mobile exhibition van ■ One pop-up event at Northumbria Specialist Emergency Care Hospital
Event attendees	Over 400 people attended consultation events, made up of: ■ 110 at Cramlington Community Hub on 25 June 2026 ■ 58 at Cramlington Community Hub on 27 June 2026 ■ 67 at John Willie Sams Centre on 21 July 2026 ■ 20 at Northumbria Specialist Care Hospital on 9 July 2026 ■ 77 at Blyth Beach on 10 July 2026 ■ 74 at Blyth Market Square on 11 July 2026
Stakeholder meetings	Meetings were held with a number of organisations at the start of the consultation, including with: ■ Northumberland County Council councillors and officers ■ North Tyneside Council councillors and officers ■ Emma Foody MP ■ Cramlington Town Council Forum ■ The project Stakeholder Reference Group
Website visits	■ 22,835 active users of the website
Social media statistics	Reached 409,908 people on Facebook and Instagram, and led to: ■ 10,167 Facebook users and 9,242 Instagram users clicking to read the Citizen Space webpage across June and July 2026 ■ Over 500 responses to the consultation

What we heard

Current junction

Feedback showed strong support for improvements to Moor Farm junction. Of the online and hard-copy feedback form responses received, 96% (867 respondents) agreed that improvements are needed, while 3% (23 respondents) did not agree and 1% (eight respondents) selected 'Don't know'. A further two respondents left the question unanswered. Respondents highlighted severe congestion on all approaches, with long and unpredictable

delays that affect daily travel, emergency access and local communities, and issues with the current junction. Safety concerns were also raised frequently, particularly around perceived confusing lane layouts, poor signage, red light jumping and the two unsignalised entries where drivers feel forced to take risks to join fast moving traffic. Many respondents described frequent collisions and near misses linked to poor lane discipline and frustration caused by queues. Many also felt that growth in housing, increased demand for hospital services and regional development has increased pressure on the junction, and that it is no longer fit for purpose.

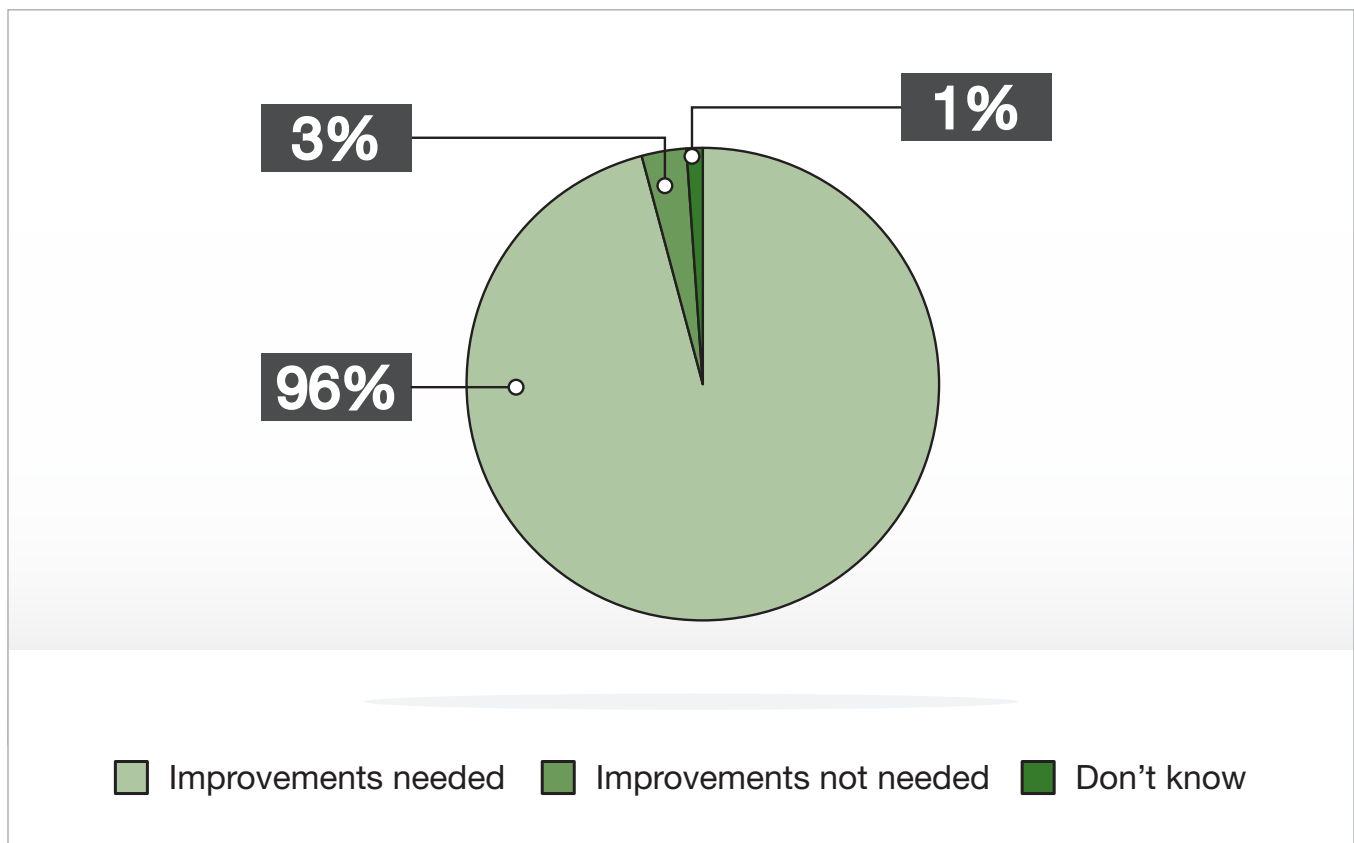


Figure 1: Respondents' views on the need for improvements to Moor Farm Junction

The options

When asked which proposed option they preferred, Option D was the most popular choice of those that provided feedback via the feedback form, selected by 64% of respondents (552). 26% (226 respondents) preferred Option E, while 9% (81 respondents) indicated that they had no preference. One respondent left the question unanswered.

Respondents who preferred Option D believed it would deliver the greatest overall reduction in congestion by removing A19 through traffic from the roundabout, with some respondents drawing comparisons to similar schemes on the A19 such as the Silverlink Interchange and Testos junction. Many who preferred this option noted the view that it would improve journey reliability for the widest range of users, reduce accidents caused by lane changing, and future proof the junction as the number of road users grows.

People also highlighted that prioritising the A19 aligns with regional traffic patterns and would ease access to the A1, reduce rat-running through Annitsford, and create a safer, simpler roundabout for local movements. Some noted it would support economic growth and provide a more permanent, longterm solution.

Respondents who preferred Option E felt it better reflects actual peak time flows, particularly heavy movements between the A19 and the A189. They believed removing this dominant flow from the roundabout would ease congestion for local users and make it safer to join from unsignalised arms. Some felt Option E would be less visually intrusive, simpler to build, better value for money, and more beneficial for commuters who regularly use the A19 - A189 route. A smaller group felt Option E would minimise negative impacts on local access, especially for Cramlington, and could reduce accidents linked to the spine road movements.

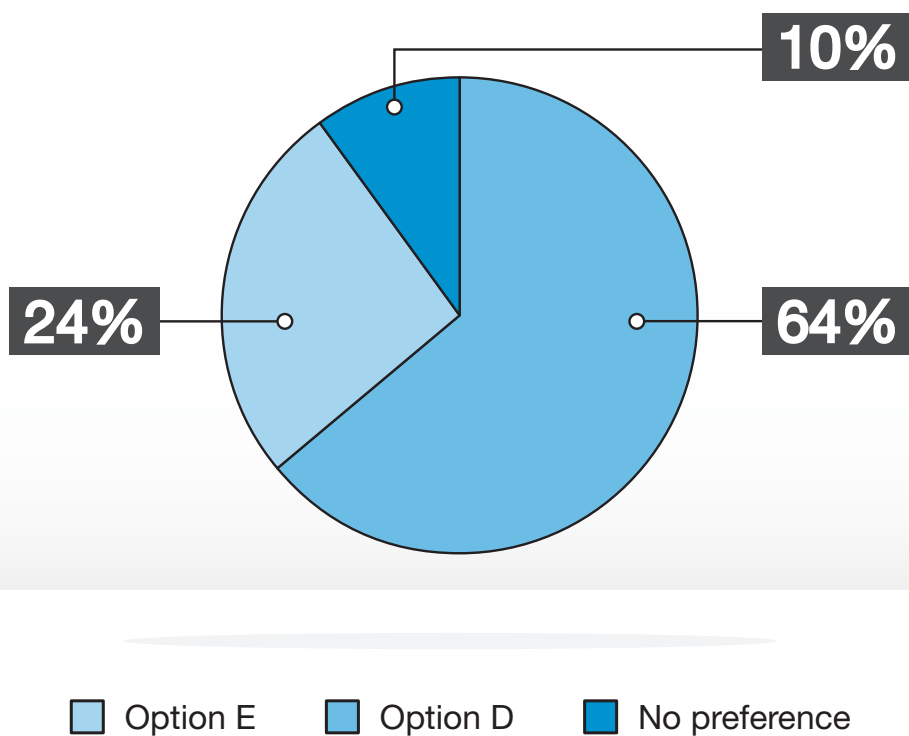


Figure 2: Respondents' preferred Option D for the proposed Moor Farm Junction improvements

Suggestions

Respondents put forward a wide range of suggestions to improve the existing junction, largely focused on safety, clarity and easing pressure on the roundabout. Many called for traffic signals on all entry points, clearer lane markings, improved signage, and better signal phasing to help vehicles enter from the unsignalised Cramlington and Annitsford arms.

A number of comments related to the A1171/B1505 mini roundabout. This included suggestions to widen approaches and add filter lanes to separate those travelling through the roundabout along the A1171/B1505 and those using the roundabout to enter Moor Farm. Some respondents also suggested a re-alignment of the roundabout was needed, or for this access to the junction to be closed entirely or made exit only, with some suggesting it should be replaced by slip roads to reduce conflict and queueing.

Several respondents suggested incorporating the southbound A189–A19 freeflow movement from Option E into Option D, or a full combination of both options, similar to the three tier layout at Silverlink, to maximise freeflow and reduce pressure on the roundabout. Other suggestions raised included:

- keeping the current Dudley Lane slip road, proposed to be closed as part of Option D, open
- implementing enforcement measures on the roundabout such as red-light cameras and yellow boxes
- adding an additional slip road to provide direct access to Northumbria Specialist Emergency Care Hospital
- including upgrades to Seaton Burn as part of the project to avoid improvements at Moor Farm displacing congestion further along the corridor

Active travel

Of those who provided feedback on active travel, most offered very practical suggestions focused on making walking and cycling safer and further separated from fast moving traffic. The most common suggestion was to introduce fully segregated crossings for pedestrians and cyclists, separated from vehicle traffic via a footbridge or underpass, to avoid pedestrians and cyclists having to cross slip roads or roundabout exits. There were also some suggestions to improve bridleways close to the junction. Some suggested that any crossings should be controlled by traffic signals.

Other suggestions included relocating existing crossings further from roundabout exits, improving visibility and reducing the risk of drivers accelerating into them. A number of respondents suggested the active travel provisions on the roundabout need to be extended to cover the full junction, not just focusing on the western side, and asked for better connected, dedicated walking and cycling routes linking Annitsford, Cramlington, Valley Park and the hospital, noting that current paths are fragmented or unsafe. A smaller number of comments suggested limiting or discouraging active travel at the junction entirely, arguing that it is fundamentally unsuitable for walking or cycling.

Consultation materials

Feedback indicated that the consultation materials provided sufficient information for respondents to consider the proposals before submitting their response. Of those who gave feedback using the feedback form, 92% (824 respondents) answered ‘Yes’ when asked whether the Options consultation materials, including the Options consultation brochure, provided sufficient information to enable them to give ‘intelligent consideration’ to the proposals. Only 7% (63 respondents) answered ‘No’, while 1% (13 respondents) left the question unanswered.

Respondents also indicated that the information was generally easily available, accessible and interpretable. A total of 94% (851 respondents) answered 'Yes' when asked whether the information enabled them to provide an informed response. Overall, the feedback suggests that the consultation information was considered accessible and sufficiently informative by most respondents. Some respondents suggested that future consultation materials could provide clearer diagrams and additional supporting information to aid understanding of the proposals, while others commented on the accessibility of the materials, including their presentation and ease of access.

Public Information Events

Feedback indicated that the majority of respondents did not attend any of the consultation events. Of those who gave feedback using the feedback form, 12% (104 respondents) confirmed that they had attended an event, while 87% (790 respondents) indicated that they had not. A total of 1% (six respondents) left the question unanswered. Among those who commented on the public information events, feedback was generally positive.

Some respondents suggested that future consultations could benefit from wider promotion, a broader range of event locations and additional accessibility or venue information. Others provided positive feedback on the events, including the accessibility of venues, the quality of information provided and the helpfulness of event staff.

What happens to your feedback

All feedback received during the Options consultation will be carefully considered by National Highways as the project progresses. The responses will help National Highways better understand the views of local communities, businesses and other stakeholders, as well as the issues and opportunities that are important to the local area as the options designs are further refined. The feedback received will help inform the selection of a preferred option, and guide elements of the detailed design of the selected option where possible. The process is shown in the infographic below.



What happens next

The Options consultation closed on 28 July 2026. National Highways is now analysing and considering all responses received, while continuing technical and environmental assessment work. The designs for Options D and E will also be refined, taking account of consultation feedback where possible, alongside consideration of further measures to reduce potential environmental impacts.

Subject to approval from the Department for Transport to proceed to the next design stage (referred to as Preliminary Design Stage), National Highways will announce a preferred option through a Preferred Route Announcement. The preferred option would then be developed in greater detail, supported by further environmental assessment and technical design work. This stage would also inform the identification of the most appropriate consenting route required for the project to progress.

If the scheme progresses to the next stage of design, there may be further opportunities for stakeholders and local communities to have their say. National Highways will provide further information and updates as the project develops.

Find out more

Thank you to everyone who took the time to participate in this consultation. Your feedback is valued and plays an important role in helping National Highways understand the views of local communities, road users and stakeholders.

For further information about the project, including consultation materials, project updates and future engagement opportunities, please visit the project webpage at **<https://nationalhighways.citizenspace.com/he/a19-moor-farm-junction-options-consultation/>**

If you require this information in an alternative format or have any questions about the project, contact us:

By phone: Call our Customer Contact Centre on 0300 123 5000 to speak to an advisor or request a call back from the project team

By email: A19moorfarm@nationalhighways.co.uk



Our proposed improvements aim to reduce congestion, improve journey time reliability, enhance safety and support economic growth in the region.

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

© Crown copyright 2026.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence:

visit www.nationalarchives.gov.uk/doc/open-government-licence/

write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or email psi@nationalarchives.gsi.gov.uk.

Mapping (where present): © Crown copyright and database rights 2026 OS AC0000827444. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

This document is also available on our website at www.nationalhighways.co.uk

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

If you have any enquiries about this publication email info@nationalhighways.co.uk or call **0300 123 5000***. Please quote the National Highways publications code **PR36/26**.

National Highways creative job number CRE26_0453

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources when issued directly by National Highways.

Registered office National Highways, Three Snowhill, Snowhill Queensway, Birmingham, B4 6GA

National Highways Limited registered in England and Wales number 09346363