

A19

Moor Farm junction Options consultation

Consultation brochure

June 2026





Investing in your roads

At National Highways we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways, engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

We know how important reliable and safe journeys are for everyone who uses the A19. That's why we're looking at ways to improve how traffic moves through the Moor Farm junction, reduce delays and make everyday travel safer and more predictable.

In this brochure, we explain our proposed improvements for the A19 Moor Farm junction. We also provide details of how you can give us your feedback during our consultation. Your responses will help to inform our decision on a preferred option for the project.

What are pipeline projects?

As well as specifying major enhancements that are planned to commence and complete construction during the third road period, Road Investment Strategy 3 (RIS3) also highlights the schemes which National Highways will develop during the third road period as part of the major enhancements pipeline.

The A19 Moor Farm junction scheme is one of nine schemes in the pipeline that will be developed during the third road period between 2026-2031 to start construction early in the fourth road period, beyond 2031. This is subject to the business cases demonstrating they are consistent with National Highways' and wider government objectives and are value for money, affordable and deliverable.

This brochure can also be viewed online at:

<https://nationalhighways.citizenspace.com/he/a19-moor-farm-junction-options-consultation/>

Your involvement at this stage will help us make a decision on the preferred option, it is important that you submit your response by **11.59pm on 28 July 2026**.

How investment decisions are made

Decisions about whether the A19 Moor Farm junction project ultimately receives funding will be made following a detailed assessment of its benefits, costs and deliverability.

The strategic objectives set out by the Department for Transport (DfT) as part of RIS3 are as follows:

- Grow the economy
- Improve safety for all
- Deliver a level of network performance that meets customers' needs
- Deliver a technology enabled and enabling network

- Ensure a resilient network that is planned and managed for the long term
- Deliver improved environmental outcomes

All of these and other factors will be considered to help us select a preferred option.

The feedback we receive as part of this consultation will inform decision making and future design considerations.

The final decision on whether to deliver the scheme is made by the DfT based on the assessment work carried out by National Highways.





Why is the project needed?

The A19 is a strategic route in the North East of England, connecting Newcastle upon Tyne, Sunderland and Teesside.

It forms part of the strategic road network, carrying a high volume of commuter, freight and regional traffic and supporting access to employment, services and businesses across the region.

The A19 Moor Farm junction, located to the north of Newcastle upon Tyne, experiences significant congestion during peak travel periods.

Traffic volumes on the approaches to the junction can lead to delays and unreliable journey times, particularly during the morning and afternoon peaks. At these times, journeys through the junction can take considerably longer than during off-peak periods.

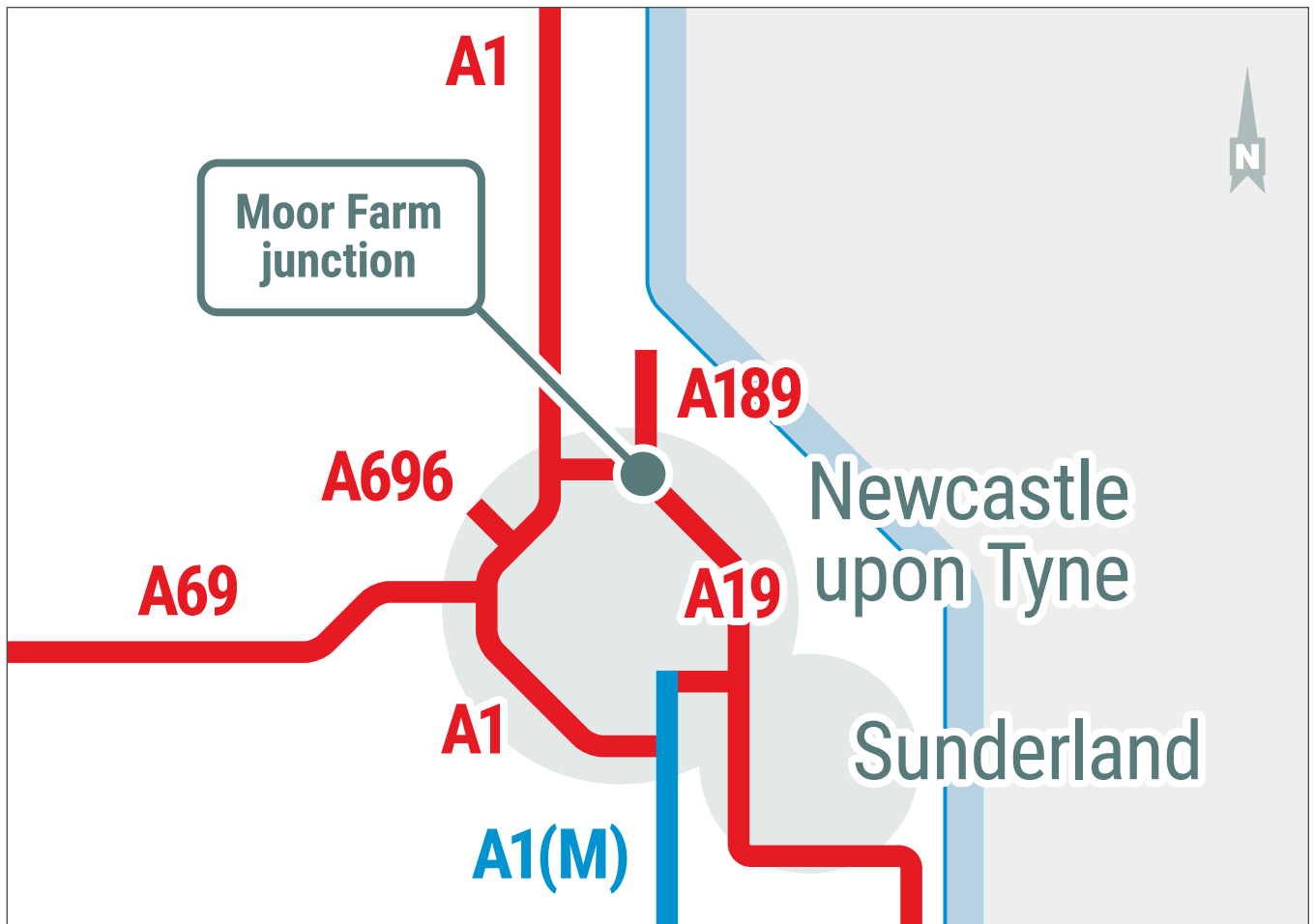
Congestion and slow-moving traffic at the junction can also increase the likelihood of collisions and reduce journey reliability. This affects communities and businesses that rely on the route. Without improvements, delays and congestion are likely to worsen.

Our proposed improvements aim to reduce congestion, improve journey time reliability, enhance safety and support economic growth in the region. They also provide an opportunity to improve conditions for people walking and cycling. At present, there are footways and pedestrian crossings, with many of these footways being narrow. There are no cycle routes or crossings currently provided.

The A19 also acts as a barrier to movement, limiting safe and convenient access for active travel users.

Project location map

A19 Moor Farm junction



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Project aims

The project aims have been developed to address the issues identified at Moor Farm junction and to deliver improvements for those who use and rely on the A19. They are:

- Support economic and housing growth in the region by improving the flow of traffic along the A19 and between the A189 and A19 at Moor Farm
- Improve safety at the Moor Farm junction
- Improve active travel (walking and cycling) access at Moor Farm junction



Find out more and have your say

We'd like to hear what you think, so please share any concerns, ideas or local knowledge you may have. The consultation will run for six weeks, from 16 June to 28 July 2026, and there are many ways to tell us what you think.

Why not come along to one of our public consultation exhibitions? Or you can write to us by post or email.

Why are your comments important?

This consultation will help inform the selection of a preferred option for the junction, specifically between Options D and E. It will also guide elements of the detailed design for the selected option. At this stage, we are seeking your views on what matters most to you, and what factors you believe should be considered in selecting the preferred option.

Your comments will help us better understand the local area and any potential impacts our project may have on you, local businesses and the community. We will listen to and consider all feedback received as we further refine our proposals after this consultation.

The scope and physical extent of the scheme, as well as the overall project aims, have already been established and are not part of this consultation.

How to respond

There are lots of ways for you to view our proposals, ask questions and get involved in our consultation.

Online: complete the response form online at <https://nationalhighways.citizenspace.com/he/a19-moor-farm-junction-options-consultation/>

Email: A19moorfarm@nationalhighways.co.uk

Hard-copy: complete a consultation response form (available at our events, at local venues or on request) and return it by post to: Freepost A19 MOOR FARM JUNCTION (no stamp required)

In person: complete a copy of our printed response form and give it to a member of staff at one of our consultation events

All responses must be returned by **11.59pm on 28 July 2026**. Responses received after this date may not be considered.

Online

You can view all of our consultation materials and submit your feedback at <https://nationalhighways.citizenspace.com/he/a19-moor-farm-junction-options-consultation/>

This can be accessed at any time throughout the consultation period.



Scan me



Public consultation exhibitions

One of the best ways to find out more about our proposals and have your say is to come to one of our public consultation exhibitions. Here you'll be able to find out more about the project, view our consultation materials, and speak to members of the project team, who will be happy to answer any questions you may have. We'll be holding consultation events at the following locations, dates and times:

Events 1 and 2

The Community Hub at Cramlington
Retail Park, Manor Walks Shopping Centre,
Cramlington, NE23 6YB

Thursday 25 June, 2pm - 7pm

Saturday 27 June, 10am - 3pm

Event 3

John Willie Sams Centre,
Market Street,
Dudley, NE23 7HS

Tuesday 21 July, 2pm - 7pm

Where to get a paper copy of this brochure and response form

Consultation brochures and response forms will also be available at the following local venues from 16 June 2026.

Cramlington Library

The Hub at Cramlington, Forum Way,
Cramlington, Northumberland, NE23 6YB

Blyth Library

Bridge Street, Blyth, Northumberland,
NE24 2DJ

Dudley Library

John Willie Sams Centre, Market Street,
Dudley, NE23 7HS

Killingworth Library

Citadel East, Killingworth, North Tyneside,
NE12 6S

You can also request a paper copy of the consultation brochure and response form free of charge by contacting us on the contact details set out below and providing your postal address. A copying charge may be applied for requests for large quantities of documents or for printed copies of our other consultation materials.

Consultation materials can be made available in alternative formats, such as translations into other languages, large print or Braille, on request. For requests, please contact us using the contact details outlined below.

How to contact us

Call **0300 123 5000** to speak to our customer contact centre or request a call back from the project team.

Alternatively you can email

A19moorfarm@nationalhighways.co.uk.

When getting in touch, please include the reference 'A19 Moor Farm Consultation' to help us track your enquiry.



The options

We have looked at different ways to improve the A19 Moor Farm junction and assessed the performance of a range of potential options, considering:

- Impact on journey times and reliability
- Impact on road safety
- Impact on the environment
- Impact on communities and road users
- Cost to build

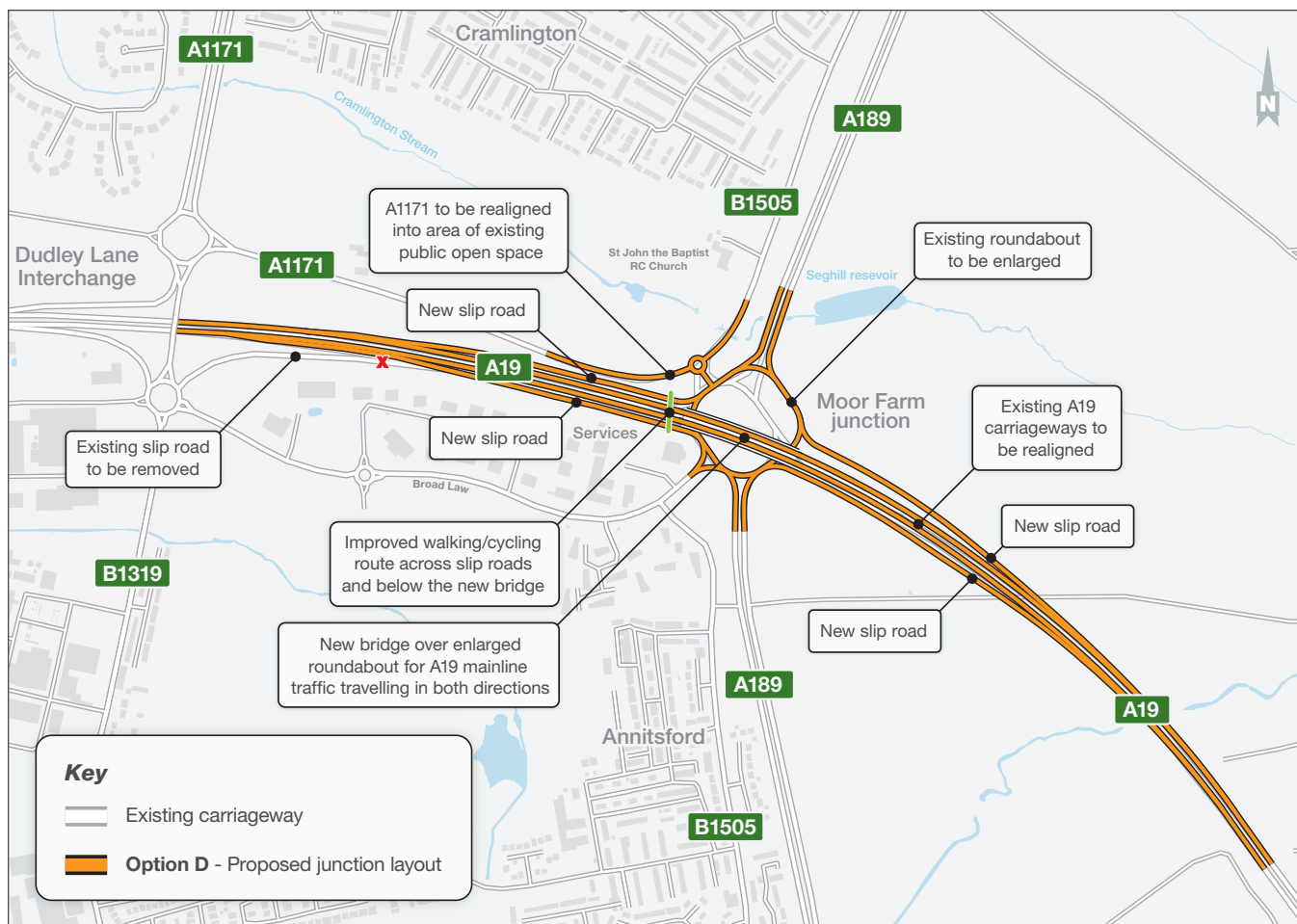
Following this assessment, a number of options were discounted as they performed poorly against these considerations (see page 18 for further detail in the Discounted Options section). The remaining options presented in this brochure – called Option D and Option E – have been identified as the most suitable for further consideration.

This section of the brochure provides an overview of Option D and Option E, including their key features, as well as their potential benefits and impacts.



Option D

A19 Moor Farm junction



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Option D

Option D would build a new bridge so the A19 can travel over Moor Farm roundabout. This lets A19 through traffic keep moving without stopping.

The current 40mph speed limits on the A19 mainline would be removed. It is envisaged that the A19 mainline, that would pass over the new bridge in both directions, would be designed for traffic to run at the national speed limit.

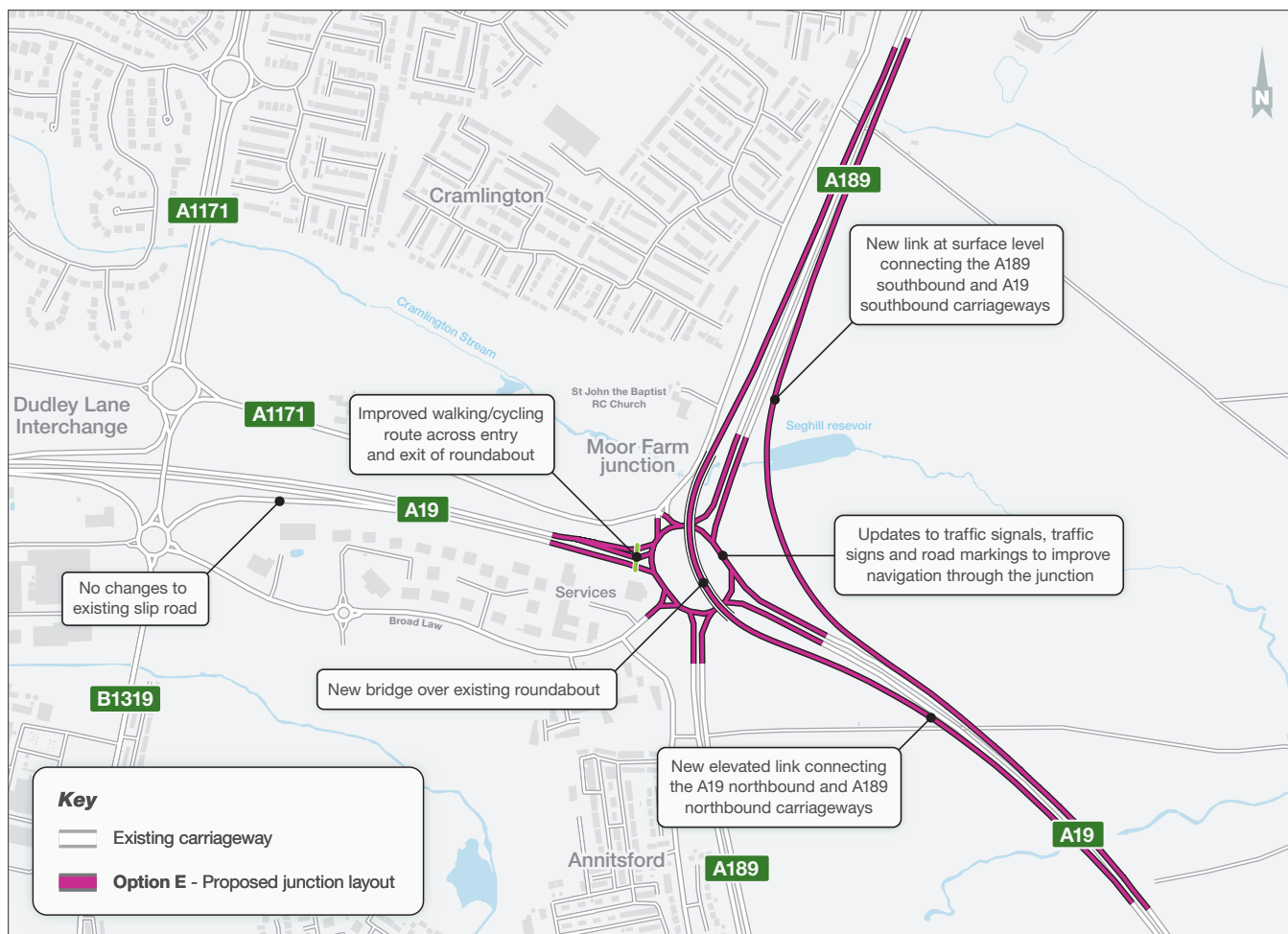
The roundabout would also be enlarged and reconfigured to better manage local traffic. By taking A19 through traffic off the roundabout, traffic would be able to move more freely, helping to reduce congestion. This would make it easier for drivers using the roundabout and also help improve safety at the junction.

To further simplify traffic movements and reduce the risk of conflicts, the westbound exit to Dudley Lane, located around 0.2 miles west of the junction, would need to be removed. Traffic that previously used this exit would instead need to use Broad Law.

Walking, cycling and horse riding routes will be designed in more detail following consultation, taking account of feedback from local users and stakeholders. The current alignment on the western side of the junction is expected to be upgraded to include a shared walking and cycling path, which will go underneath the new bridge structure and will be wider than the current provision. These changes would improve connectivity for active travel users.

Option E

A19 Moor Farm junction



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Option E

Option E would add new free-flow links between the A19 and A189 in both directions. This option would let traffic move between the two roads without using the roundabout when travelling from the A19 North to the A189 North, and the A189 South to the A19 South. The northbound link would run over a bridge, while the southbound link would be at ground level.

Traffic staying on the A19 would keep using the existing junction. With some movements taken off the roundabout, it would run with less congestion, and queueing and delays would be reduced.

We envisage these free-flow links would have 40mph speed limits and the current 40mph

speed limits on the A19 through the roundabout would remain.

By separating the busiest movements, this option would cut delays, make journey times more reliable, increase the junction's overall capacity and help to improve the safety of the junction.

Walking, cycling and horse riding routes will be designed in more detail following consultation, taking account of feedback from local users and stakeholders. The current alignment on the western side of the junction is expected to be upgraded to include a shared walking and cycling path, which will be widened and have signalised crossing points. These changes would improve connectivity for active travel users.

Benefits and impacts of the proposed options

In assessing the benefits and impacts of our proposed options, we look at a variety of features.

Table 1 provides a summary and comparison of the key benefits and impacts of both options D and E. The table below simplifies the technical information gathered to date. The scores are based on the combined findings of a range of different assessments.

Each topic includes a range of potential impacts, which may be both positive and negative.

For more detailed information on all of the topics summarised in the table, please go to the next section of this brochure page 12.

The development of these options is still at an early stage, the information we're sharing will continue to evolve as we carry out more surveys and assessments. We're assessing the environmental impacts in-line with national guidance.

What we learn from these surveys and further technical work, along with your feedback, will help shape the next steps for the project.

Table 1 Benefits and impacts of the options

Feature	Option D	Option E
Transport		
Journey times and congestion	★★	★★
Road safety	★★	★★
Walking, cycling and horse-riding provision	★	★
Environment		
Air quality	o	o
Noise	x	xx
Cultural heritage	x	x
Landscape	xx	xx
Biodiversity	xx	xx
Road drainage and the water environment	xx	xx
Soils	xx	xx
Public open space	xxx	o
Carbon emissions	x	x
Combined effects	xx	xx
Economy		
Construction duration (approximate)	3 years	3 years
Construction disruption	xxx	xx
Land take	xx	xx
Cost	£££ million	£££ million
Value for Money (Value for money represents the combination of all whole-life costs and benefits.)	It has lower monetised benefits and a higher overall cost, resulting in low value for money.	It has higher monetised benefits and a lower cost, resulting in medium value for money.

The cost for Option D is slightly higher than for Option E. However, currently our estimated cost of the two options does not vary considerably.

Key | ★★★ large positive impact | ★★ moderate positive impact | ★ slight positive impact | o neutral impact | x slight negative impact | xx moderate negative impact | xxx large negative impact |

Transport

Journey times and traffic congestion

We've carried out traffic modelling to see how the options would affect traffic on the A19, around Moor Farm junction and on nearby roads like Dudley Lane, Broad Law and the A189.

Both options D and E would both improve how traffic moves through Moor Farm junction. They both reduce congestion and improve journey times by taking pressure off the roundabout and helping traffic flow more smoothly. The differences between them are small, but there are a few important points to note when comparing the two.

The results show that Option D would improve traffic flow at the junction by removing through traffic from the Moor Farm roundabout and reducing congestion on the approaches. This would bring benefits to the A19 and the Moor Farm roundabout, and improve journey times for most users, particularly those using the A19. However, some pressure may remain at busy times for traffic moving between the A19 and A189 that still use the roundabout.

Option E would allow more traffic to be removed from the roundabout, to instead travel via the free-flow links, and improve journey times for those travelling between the A19 and A189, and particularly for those heading north on the A189.

Overall, both options reduce congestion and improve journey times, but Option D provides greater benefits for those travelling through the junction from the A19 to continue along the A19, and Option E provides greater benefits to those travelling between the A19 and the A189.

Road safety

A safety review has shown that congestion and the need for frequent lane changes are major causes of collisions at the junction. Both Option D and Option E would address these issues in broadly the same way, by increasing capacity and reducing congestion. Both options would also include updates to traffic signals, traffic signs and road markings to improve navigation through the junction.

Pedestrians, cyclists, and horse riders

Currently, neither option includes detailed crossing proposals. As we continue to develop the designs, we'll take into account the existing public rights of way and common routes already used by pedestrians, cyclists and horse riders. We'll aim to ensure access to and across the junction is improved, which could include improving footways and providing safe crossing facilities for cyclists. We expect any improvements to be focused on the western side of the junction, which is where the existing crossing points are located.

We would also aim to maintain access during construction as far as possible.

If you use the junction as a pedestrian, cyclist or horse rider, we'd like to hear your views on how our options could include facilities for people travelling in these ways.

Environment

An assessment of the environmental impacts of the proposed A19 Moor Farm junction improvements has been undertaken ahead of this consultation. The following is a summary of the key findings relating to the main environmental topics. Further information is available in the Non Technical Summary of the Environmental Assessment Report, which can be accessed via our Citizen Space consultation page.

We have an ambitious plan to become net zero for carbon, which you can read more about here: <https://nationalhighways.co.uk/netzerohighways/>

Air quality

We've used local air quality monitoring data to understand the potential changes in air quality as a result of Option D and Option E at sensitive receptors (locations or populations that are sensitive to changes in air quality). Our early assessment covers the area around Moor Farm junction and nearby communities, including Annitsford and Cramlington.

During construction, air quality may be affected for short periods due to dust emissions from vehicles, machinery and construction activities. We don't expect dust from construction to cause any significant issues, as we'll have measures in place to keep it under control.

Once the project is built, we do not expect any significant changes in air quality. However, we will carry out further assessment as the project progresses.

The modelling shows that options D and E would have very similar air quality impacts, with only small differences between them.



Noise

We've carried out an initial noise assessment to understand how the project might affect nearby homes, schools, places of worship and other locations. Annitsford, Cramlington and around Moor Farm services may notice noise during construction, from machinery and site traffic.

Option D would have a slightly smaller construction-related noise impact. This is because Option E has more noise sensitive locations nearby. This is because it runs further up the A189 and brings construction works closer to residential properties in Cramlington.

Once the project is open, traffic noise may change slightly for some properties depending on how close they are to the junction. Overall, our current assessment shows that Option D and Option E would have similar noise impacts once being used by traffic.

Cultural heritage

We've looked at how the project might affect local heritage, including historic buildings, archaeological remains and the surrounding landscape. Our assessment has identified several heritage assets in the area, such as the Church of St John the Baptist. Construction and operation may change the setting of some of these assets, which refers to an asset's surroundings and how this impacts the way it's experienced, but significant effects are not expected.

The assessment shows that Option D and Option E would have very similar impacts, with only small changes to the surroundings of a few assets and no major differences between the two options.

Landscape

We've looked at how the project could affect views and the surrounding landscape, including places like Northumberlandia and Weetslade Country Park. Both options D and E would introduce new structures that may change some

local views, particularly from a public right of way located north of Seghill Hall. However, the area already contains major roads such as the A1, A19 and A189, so overall landscape impacts are expected to be limited.

The assessment shows little difference between the two options, and both would include landscaping and planting to help the project fit into the local landscape. As new planting grows and settles in, its impact will lessen over time, helping the scheme blend into the surrounding landscape and screen views from nearby homes and other locations.

Biodiversity

We've carried out ecological surveys to identify habitats and wildlife around the project.

The surveys show that both options D and E would have very similar ecological impacts. Construction work could disturb or remove some habitats, including areas near Cramlington Stream and nearby woodland. This may affect species such as bats, otters, water voles, red squirrels, birds, amphibians and reptiles both temporarily and permanently once the project is open. Option D would result in the loss of priority deciduous woodland within Valley Park, which would be compensated through a biodiversity net gain strategy. In both cases, we would include mitigation and habitat creation to protect wildlife and support biodiversity.

Road drainage and the water environment

We've looked at how the project could affect local watercourses and areas that are at risk of flooding. For both options, we would keep work in the floodplain to a minimum and store materials outside flood risk areas wherever possible. If any work does need to take place in the floodplain, we would put in measures to make sure flood storage isn't reduced and flood risk doesn't increase elsewhere.

Both options could affect the shape and quality of Cramlington Stream and Seaton Burn watercourse. As the design develops, we'll look more closely at how we cross these watercourses and build in measures to protect them and manage any flood risk.

Our current assessments show that options D and E would have similar effects, including some disturbance during construction and changes to flows where new culverts are needed. These impacts would be managed through the project's Environmental Management Plan as the design progresses.

Soils

We've carried out initial checks for contaminated land in the area. Construction work for both options D and E could disturb soil that contains contaminants, which could affect nearby land or water if not managed properly. To reduce risks, we would handle soils carefully and follow clear management plans during construction.

The assessment shows no major difference between the two options. Both would need similar measures to protect people and the environment.

Public open space

Option D would require the realignment of the A1171 into the south eastern section of Valley Park, which is designated as an area of public open space. We currently don't believe that Option E would impact on any areas of public open space.





A19 A19
A189 South

A189 North A19 A19 A189 South

350 yds

GROUNDWORKS & CIVIL ENGINEERING

KMS

Carbon emissions

A carbon assessment has estimated greenhouse gas emissions from construction of the project, and from vehicle use of the junction once open. Construction and operation would generate emissions, although measures would be taken to reduce these where possible.

The assessment indicates that during construction of the project, Option D would produce higher greenhouse gas emissions than Option E.

Once the project is open, Option D is also expected to result in a slightly higher increase in greenhouse gas emissions from road users compared to Option E.

You can read more about our plan to become net zero for carbon at: <https://nationalhighways.co.uk/netzerohighways/>.

Combined effects

We've looked at how impacts associated with the options could combine to affect nearby residents and community facilities during construction and once the project is open.

For both Option D and Option E, some locations - including the Premier Inn at Moor Farm roundabout and homes in Cramlington and Annitsford - could experience a combination of air quality (dust), noise, vibration and visual effects during construction.

Once improvements to the junction are made, the long term combined effects are expected to be similar for both options. Some of the same locations may still notice changes in noise or views, but these impacts would be smaller than during construction and broadly the same for both options.

Economy

Construction duration and impacts

We've looked at how the project could be built and how long construction might take. For both Option D and Option E, construction is likely to last approximately three years. During this time, there would be some temporary disruption to traffic on roads around Moor Farm junction.

Option D would mean some temporary disruption on the A19 and A189, due to the installation of the bridge and the work required to widen parts of the junction. This would include lane closures, lower speed limits and changes to usual lane layouts. Traffic would continue to be able to travel through the area during the works, but drivers should expect slower journeys and queueing at busy times while the new structure and slip roads are put in place.

Option E would mean some construction work can take place next to the existing road, which reduces how often we need to work directly on the live carriageway. Even so, the A19 and A189 would still see temporary lane closures and reduced speed limits, especially during key stages of the works. Some changes to the roundabout layout may also be required at times to safely accommodate construction activities. Drivers should expect regular disruption and slower journeys while the new links are built and connected.

Both options are likely to require short term closures, such as overnight or weekends, to safely construct the project. This would be developed during future design stages.

Land take

Option D would require some permanent and temporary land around Moor Farm junction. This may include areas of agricultural land near the junction, land close to the existing road network and land along the southern edge of Valley Park.

Option E would also require land around Moor Farm junction to construct the new infrastructure. This may include agricultural land and land close to the existing A19 and A189 corridors, as well as temporary land needed during construction.

If land take is required, affected landowners would be formally notified at a future stage of the project.

Discounted options

We have explored a wide range of options for further improving Moor Farm junction, which we assessed against a number of different criteria:

- Whether or not the options meet the scheme's objectives
- How the options impact road safety
- How much options cost to build
- How options impact the environment
- How the local community could be affected

At-grade options (no new bridges or structures)

We assessed several at-grade options, including throughabout layouts. These options were discounted because traffic modelling showed that they did not perform well under future traffic conditions. In many cases, the junction would still operate over capacity at peak times, meaning congestion and delays would remain, or any benefits would be short-term and outweighed by future traffic growth.

Grade-separated options (with bridges or structures)

We also explored a number of larger, multilevel and more complex grade-separated layouts. While some may have offered potential traffic benefits, many were discounted because they were not considered realistically buildable, would have been disproportionately expensive for the level of benefit provided, or posed significant engineering challenges. These included issues such as high groundwater levels and flood risk, conflicts with existing utilities and infrastructure, very large construction footprints, and difficulties keeping the road network operating safely during construction. After this review, only Options D and E were taken forward as they offered the best overall balance between reducing congestion and improving safety, affordability and buildability, while minimising impacts on the surrounding area.

Seaton Burn

As part of our early work, we also assessed whether improvement works were required at the Seaton Burn roundabout to the west, as well as at Moor Farm junction. These were Options A to C. However, our assessments showed that Seaton Burn does not experience as severe congestion as Moor Farm, and that just implementing improvements at Moor Farm had the strongest business case for investment.



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

Next steps

Once the consultation has closed on 28 July 2026, we will:

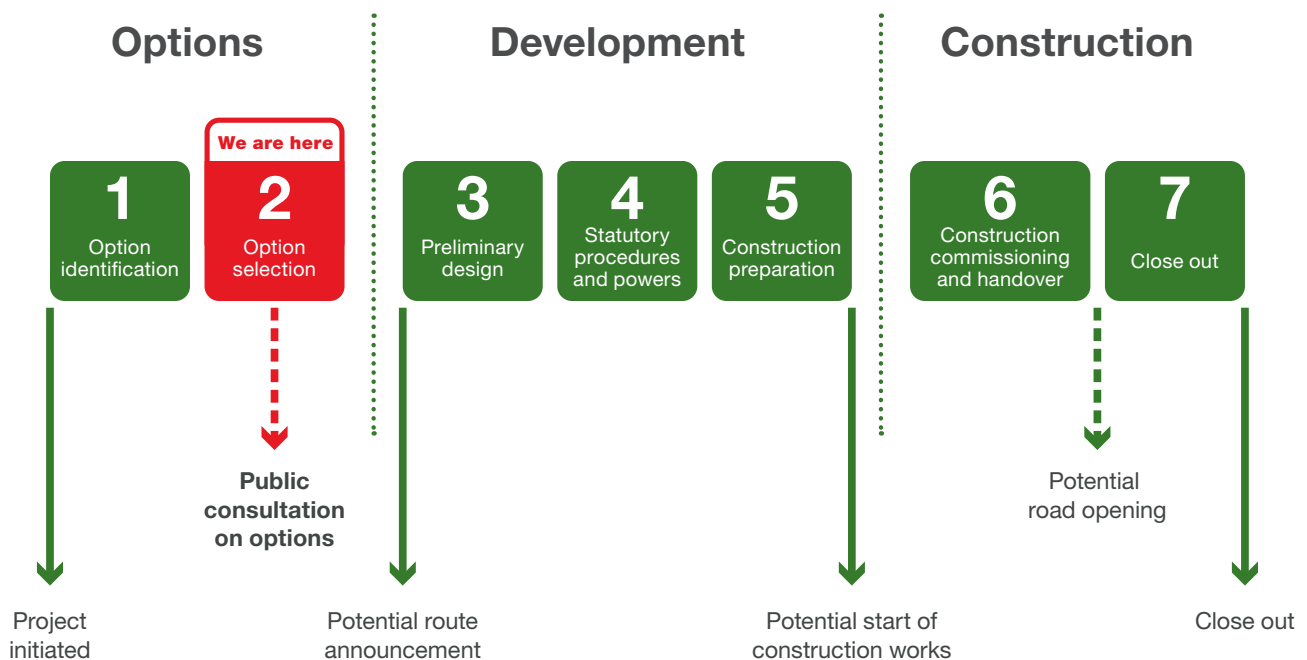
- Make sure potential impacts on the community and environment have been fully considered.
- Refine the options designs, incorporating the comments received where possible and complete our assessment work.
- Analyse all responses, consider feedback and highlight our findings in a consultation report, which will explain our analysis and how it influenced our proposals.
- Publish a summary consultation report within 12-weeks of the consultation closure. A full report will be published with the announcement of the preferred option. These will be available to view on our website at <https://nationalhighways.citizenspace.com/he/a19-moor-farm-junction-options-consultation/> later this year.

We would develop the design in more detail, carry out more environmental assessments and look at further steps we could take to reduce environmental impacts.

We will also determine the consenting route required to build our preferred option, which is similar to planning permission for this type of project.

If we receive approval from the Department for Transport to proceed to preliminary design stage 3, we will announce a preferred option (via a Preferred Route Announcement).

If the scheme were to be approved for the next stage of design, there may be further opportunities to have your say.



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