

Testos junction
Improvement **A19/A184**

Public consultation exhibition

Welcome



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Introduction



The Highways Agency is proposing to make improvements to the A19/A184 Testos junction. The scheme will relieve congestion and improve road safety at the junction while minimising environmental impacts.

A consultation exercise was held between March and June 2009 on three options. However, the proposals were then suspended due to a lack of funding. In the autumn statement 2013 the Minister included the A19 Testos as a potential scheme to be developed further and a further validation exercise with key stakeholders was carried out in March 2014. The preferred route announcement for the project was made in June 2014.

The project is classed as a nationally significant infrastructure project under the Planning Act 2008. As such we are required to make an application for a development consent order to construct the project. Since the preferred route announcement the design has been developed further and we are now able to present our proposed junction improvements in more detail and are seeking your views on them.

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The proposed route



We will be:

Raising the A19 carriageway above ground level and carrying it over the existing roundabout by constructing two bridges and an embankment.

Constructing new connector roads between Testos junction and the next junction to the south, at Downhill Lane, because of the short distance between them.

Removing the existing brideway bridge to the north of Testos junction.



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Progress since the preferred route announcement

Traffic modelling

Road side interviews (RSI) were carried out over a number of days in April. The RSI help us to understand the travel patterns of road users in and around the junction, recording details of journeys including the origin, destination and purpose of the trip. This information then helped to form the basis of the traffic modelling for the scheme.

The results of the model are then used to quantify overall scheme benefits and the positive contribution these will make to the region's economy and the country as a whole.



Topographical and drainage surveys

A topographical survey was undertaken in 2006 as part of the original preliminary design. We have recently carried out a new up to date topographical survey. This survey recorded the level of all of the existing road and surrounding ground together with all of the existing street furniture. We have also carried out a survey of the existing drainage network along the A19 and A184 in the vicinity of the proposed scheme. This survey has recorded the condition, location and depth of all of the existing manholes and pipes. Both of these surveys will be important pieces of information that inform the preliminary design.

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Pedestrians, cyclists and equestrians

We are assessing the effects of the proposed improvements on journeys made by pedestrians, cyclists and equestrians (known as non-motorised users, or NMUs) in and around the junction. This assessment is looking at the effects on NMUs during construction as well as once the scheme is open to traffic.

We will minimise disruption where possible, however in order to build the scheme there will be access restrictions and/or diversions in place to ensure that the safety of NMU's is maintained while works are being carried out. These will be temporary and restricted to the construction period only.

To assess how the proposals might affect NMUs we needed to gain an understanding of existing movements in and around the junction. To support this we carried out surveys, using cameras to gather information at a number of key locations:



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Non-motorised user (NMU) options

In addressing these changes in our design, we are considering three options for a new layout of footpaths, bridleways and highway crossings. All of the NMU options are designed to provide overall improvements in connectivity and safety. Option 1 is based closely on proposals first put forward in 2009. Two alternative options have been considered based on looking afresh at the needs and aspirations of all users in the area around the junctions.

Option 1

- The existing bridge carrying bridleway B28 over the A19 would be relocated further north and would extend northwards to reach the new bridge linking Brooklands Way and Abingdon Way.
- On the north side of Testos junction, a signalised cyclist/pedestrian crossing over the A19 slip roads would replace the existing pedestrian crossing. South of Testos junction, the existing footpath B27 would be diverted northwards to the junction itself on both sides of the road, where a new signalised crossing would be provided.
- At Downhill Lane junction, a new ramp would be provided linking bridleway B46 to the junction to give cyclists a safe route to access the junction along an observed route without putting themselves in danger.



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Non-motorised user (NMU) options

Option 2

- Bridleway B28 and its existing bridge over the A19 would be replaced by a signalised crossing on the south side of the Testos junction roundabout, suitable for pedestrians, cyclists and horse riders and would be segregated from vehicular traffic by boarded barriers. The new crossing would be linked westwards to West Pasture Lane and south/eastwards to bridleway B46 by new bridleway provision. A new footway link on the south side of the A19 would also be provided linking eastwards back to the roundabout at the A184/Abingdon Way junction.
- On the north side of Testos junction, a signalised cyclist/pedestrian crossing over the A19 slip roads would replace the existing pedestrian crossing. West of Testos junction, a new signalised crossing would be provided for pedestrians and cyclists over the A184.
- At Downhill Lane junction, a new ramp would be provided linking bridleway B46 to the junction, parallel to but outside the slip road to give cyclists a safe route to access the junction along an observed route without putting themselves in danger.



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Non-motorised user (NMU) options

Option 2a

- Bridleway B28 and its existing bridge over the A19 would be replaced by a signalised crossing on the south side of the Testos junction roundabout, suitable for pedestrians, cyclists and horse riders, and would be segregated from vehicular traffic by boarded barriers. The new crossing would be linked westwards to West Pasture Lane and south/eastwards to bridleway B46 by new brideway provision. A new footway link on the south side of the A19 would also be provided linking eastwards back to the roundabout at the A184/Abingdon Way junction.
- On the north side of Testos junction, a signalised cyclist/pedestrian crossing over the A19 slip roads would replace the existing pedestrian crossing. West of Testos junction, a new cyclist/pedestrian link would be provided along the northern footpath of the A184.
- At Downhill Lane junction, a new ramp would be provided linking bridleway B46 to the junction, parallel to but outside the slip road, to give cyclists a safe route to access the junction along an observed route without putting themselves in danger.



Please let us know which option you prefer, either through completing the questionnaire in the consultation leaflet, online or at today's exhibition.

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Construction constraints

The construction period will last approximately 2 years. During this period we will seek to minimise disruption to both local residents and road users. Restrictions and constraints that will be considered as part of the works will include:

- Two lanes will be kept open to traffic between 6am and 8pm on the A19 and A184 dual carriageway to the west of the junction in both directions during construction;
- Where practicable one lane in both directions on the A19 and A184 will be kept open between 8pm and 6am;
- Accesses to businesses will be maintained during business hours throughout the construction period;
- Noise, vibration and disruption to adjacent properties will be kept to a minimum.
- If required, alternative pedestrian footways, cycleways and crossing facilities will be maintained at all times; and
- Work will be undertaken to minimise, as far as possible, any adverse impact on the local environment
- Where we need to close the A19 or A184, either fully or partially, we will keep you up to date via our email alerts that you can sign up to on the scheme page of the Highways Agency website.



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Environment

The scheme is being designed to minimise the effect on the environment.

We will be completing a full statutory environmental impact assessment (EIA) for the scheme, which is currently in its early stages. A detailed environmental statement (ES) will be submitted as part of the development consent order application. We have also prepared a document called Preliminary Environmental Information to set out our progress and results so far. The aims of the EIA are to work out the effects the proposed scheme would have on the environment to influence the design to reduce environmental effects and to identify mitigation measures for any effects that remain.

The EIA covers a wide range of environmental themes as set out in our technical scoping report:

Air quality

We will consider the health related issues of local and regional air quality together with the global issue of climate change. We will also consider emissions that may arise from the project during construction and once open to traffic.

We are analysing data from long term air quality monitoring in the local area.

Noise and vibration

Traffic flow data and construction methodology will be used to assess the noise and vibration impacts of the project during construction and once open to traffic.

We are conducting new noise monitoring in the local area to validate our information about the local noise environment.



Cultural heritage

We will consider archaeological sites, historic buildings and landscapes. We will consider and manage direct impacts as well as how the project affects the settings and landscapes of potentially important local assets.

We carried out archaeological/heritage surveys in 2006/7 and this information is still relevant.

Landscape and visual amenity

We will look at the effects on the local landscape and on the quality of views.

We will carry out surveys and prepare photomontages to illustrate the changes in views from key locations which will be published in the environmental statement.

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Environment

Ecology and nature conservation

We will consider the effects on ecologically important sites, protected species and other sensitive species including bats, water voles and otters.



We undertook extensive ecological surveys in 2006/7 and are currently re-surveying for a number of species within the appropriate seasons. Surveys have so far found evidence of water voles and otters, but no evidence of great crested newts or badgers.



Road drainage and the water environment

We will assess the effects on surface water, groundwater and flood risk during construction and operation.

Dedicated environmental features will be built in to the drainage system to improve the quality of water drained off the road before release into the environment and to reduce flood risk.

Geology and soils

We will consider the disturbance of groundwater, the impact on soil quality and the disturbance of any contaminated land.

We will review the outcome of previous ground investigation surveys to inform our environmental studies in respect of soils and geology.

Waste and material

We will identify opportunities where possible to reduce, reuse or recycle waste.

We are investigating the possibility of re-using surplus excavated material from a separate scheme 5 miles to the north. The re-use of these materials has the potential for a significant sustainability and cost benefit.

Effects on travellers

We will consider safety, journey time, congestion and accessibility for everyone along the route, including motorised users, pedestrians, cyclists and horse riders.

We will draw on the detailed traffic model and the landscape assessment. We have conducted dedicated surveys of non motorised users and consulted local user groups.

Community and private assets

We will consider the effects of the scheme on land or other assets owned or used by the community.

This includes land such Boldon Lake and Mount Pleasant Marsh. We are also looking at the effects on privately owned assets such as farm land.

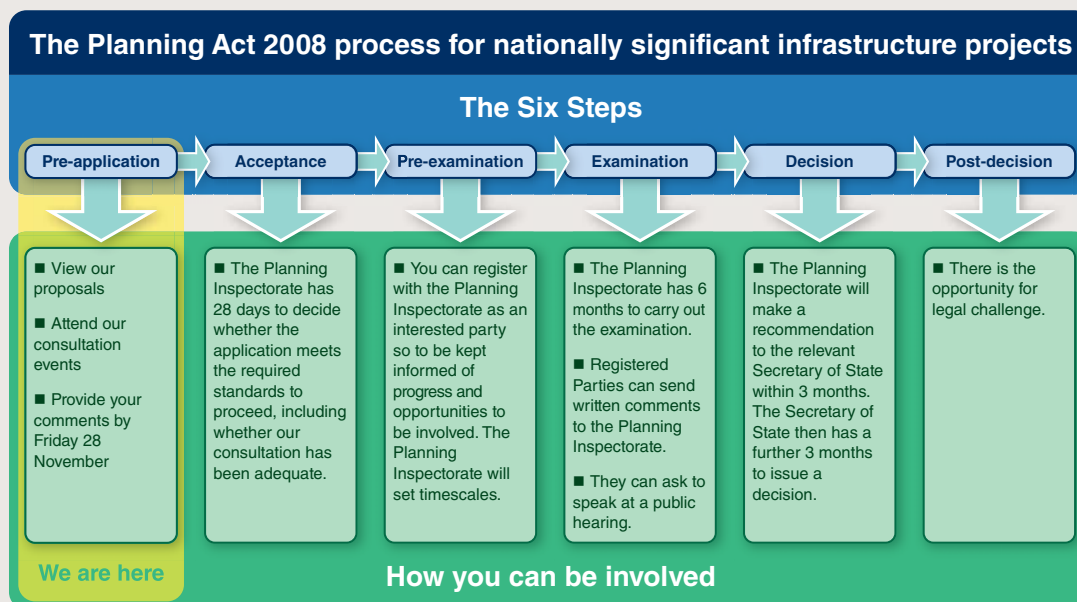
We have updated all of our records of land ownership and occupation and we are consulting everyone with a land interest. We are in discussion with South Tyneside Council and West Boldon Environmental Education Centre as well as conducting detailed agricultural studies and consultation.

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What happens next?

Following the consultation we will carefully consider your responses as we develop the proposals further. As stated earlier, the project is classed as a nationally significant infrastructure project under the Planning Act 2008 and as such we are required to make an application for a development consent order to construct the project. We intend to make our application in summer 2015.



We would like to thank you for attending this event and we hope it has been helpful to you. Your views are important to us and we encourage you to provide your comments on our proposals. You can do this by completing the questionnaire which is available here, in our consultation leaflet or on line at our scheme page on the Highways Agency website

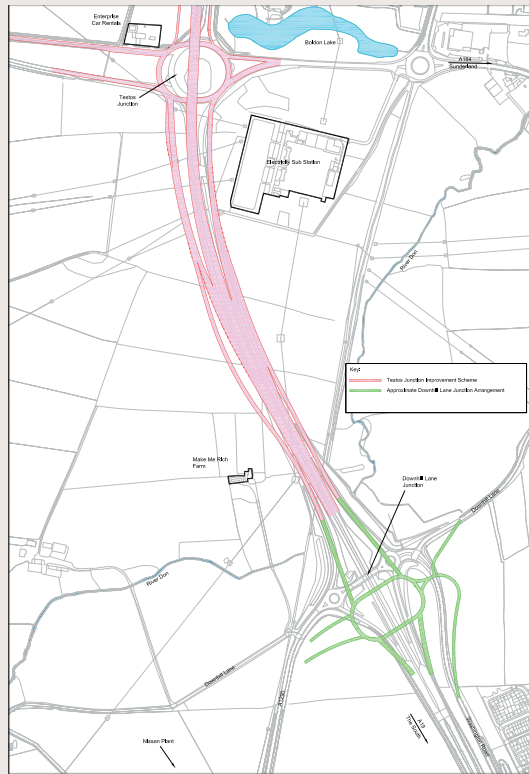
<http://www.highways.gov.uk/roads/road-projects/A19-Testos-Juntion-Improvements>

Thank you for attending

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Downhill Lane junction/City Deal/International Advanced Manufacturing Park (IAMP)



Sunderland City Council and South Tyneside Council have been working together on the development of an International Advanced Manufacturing Park (IAMP) north of the Nissan plant. By 2027 it is predicted that this will result in:

- The development of an advanced manufacturing park in a key location on the A19 economic corridor,
- The creation of around 5,200 new jobs, mostly in the manufacturing sector, and
- An estimated £295 million private sector investment in advanced manufacturing in the North East.

Work has already been undertaken to improve traffic flow at the A1290 Downhill Lane junction. It is likely that more expansive junction improvements will be required here as Nissan continues to expand and the proposed manufacturing park grows.

There may be an opportunity to construct a larger A19/A1290 junction. However, this will be dependent on the successful outcome of a number of issues relating to funding, timing and expected benefit.

The completion of the larger junction improvements as part of this project will increase capacity within the network on a shorter timescale, reduce disruption by co-ordinating construction programmes and allow further enhancements to be brought online when required.

It would also bring environmental benefits by allowing more efficient planning for use of materials, plant, and site compounds and minimise disruption to the community by reducing construction period impacts such as noise, air quality and dust.

Your views on this possible revision to the planned works will assist us in the appraisal of any future change to the project.

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Contact us

The Highways Agency, an executive agency of the Department for Transport is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for transport.

The Agency's aim is:

Safe roads, reliable journeys, informed travellers



Visit our website:

<http://www.highways.gov.uk/roads/road-projects/A19-Testos-Junction-Improvements>



Email us:

a19testosjunctionimprovements@highways.gsi.gov.uk



On Twitter: search for... @HAnews_neast



On YouTube: Highways Agency (official Channel)



Highways Agency Information Line – 0300 123 5000*



By post:

**A19/A184 Testos Project Team,
Major Projects North, Highways
Agency,
Lateral Building
8 City Walk
Leeds
LS11 9AT**

* 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.