



Tyne and Wear Integrated Transport Authority

Meeting to be held on Thursday 23 January 2014 at 10.00 am in a Committee Room, Civic Centre, Newcastle upon Tyne, NE1 8QH

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This agenda is available at www.twita.gov.uk

SUPPLEMENTAL AGENDA

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DATE: 23rd January 2014

SUBJECT: Highways Agency Consultation: Silverlink Interchange

REPORT OF: Chair of the Joint Transport Steering Group

PURPOSE OF REPORT

This report advises that public consultation has recently taken place on the major highways scheme proposed for the A19/A1058 Coast Road interchange (sometimes known as Silverlink Interchange). The consultation closed last week (on 17th January) and the response submitted by officers (and signed off by the ITA Chair) is attached for formal ratification at this meeting.

RECOMMENDATIONS

Members are recommended to approve the submitted response.

BACKGROUND DOCUMENTS

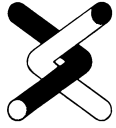
The full suite of consultation documents is available at <https://www.gov.uk/government/consultations/a19a1058-coast-road-detailed-scheme-proposals>

CONTACT OFFICERS

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IMPACT ON OBJECTIVES

To support economic development and regeneration	Positive
To address climate change	Positive
To support safe and sustainable communities	Positive



1 Executive Summary

- 1.1 This report outlines details of the Highways Agency's consultation on the major highways scheme proposed for the A19/A1058 Coast Road interchange (sometimes known as Silverlink Interchange) and (since the deadline for response pre-dated this meeting) attaches the response submitted by officers (and signed off by the ITA Chair) for ratification at this meeting.

2 Introduction

- 2.1 The Highways Agency is proposing to improve the A19/A1058 Coast Road junction (Silverlink Interchange).
- 2.2 The objectives of the project are to increase capacity, improve journey reliability and improve safety for both road users and local residents.
- 2.3 A consultation exercise was held between November 2009 and March 2010 on three recommended options and three non-recommended options. This process culminated in a preferred route announcement in July 2012.
- 2.4 Since the preferred route announcement the design has been developed further. The Agency has now outlined its proposed road improvements in more detail and is consulting on them.
- 2.5 (Please note that this is a separate scheme from the A1058 Coast Road local major scheme promoted by North Tyneside Council, which is being brought forward through the devolved local major schemes process).

3 Details of Proposal

- 3.1 In respect of the A19/A1058 Coast Road Junction, the Agency proposes to:
- Lower the A19, beneath the existing roundabout, in a cutting to provide a free flowing link;
 - Construct two bridges to carry the roundabout traffic across the lowered A19;
 - Construct a replacement bridge to support the A1058 Coast Road across the junction; and
 - Construct new slip roads to provide access to the junction to and from the



lowered A19.

In respect of the Middle Engine Lane railway bridge, the Agency proposes to:

- Widen the existing structure over the Middle Engine Lane Railway Bridge to accommodate the new slip roads.

4 Response Submitted

- 4.1 Appendix A attached comprises the response submitted on behalf of Tyne and Wear ITA, subject to ratification by Members at this meeting.

5 Next Steps

- 5.1 The project is classed as a nationally significant infrastructure project under the Planning Act 2008. As such, the Highways Agency are required to make an application for a development consent order (DCO) to construct the project. It is intended that the application will be submitted to the Planning Inspectorate by autumn 2014. The Inspectorate will examine the application and make a recommendation to the Secretary of State for Transport, who will make a decision on whether the project should go ahead.

6 Potential impact on objectives

- 6.1 Successful completion of this major scheme should contribute to all of the ITA's objectives.



Appendix A – Proposed Response to Consultation

Question 1 - Do you agree with our proposals in this area?

Yes. The A19-A1058 Coast Road junction is a vital junction in the North East's strategic road network, linking the A19 with the major east-west route, the A1058 Coast Road, and providing access to important employment sites such as Cobalt Business Park, which already provides around 10,000 jobs.

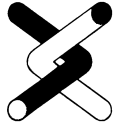
The importance of the interchange to the wider regional economy was emphasised by the North East Independent Economic Review led by Lord Adonis, whose report states that "unblocking the bottleneck at this junction should remain in the HA's post-2015 delivery programme". It is also identified as a strategic priority in the current Tyne and Wear Local Transport Plan (2011-21), in the context of Policy 39 'We will pursue major scheme investment to improve our transport networks'.

The A19 and A1 are the two strategic north-south routes serving Tyne and Wear and any serious disruption on one route can lead to the diversion of high volumes of traffic along the other. Improving flows at recognised bottlenecks on the A19 would therefore complement the current investment programme on the A1 and help to keep traffic moving on the strategic road network in the region.

We therefore strongly support the Highways Agency's proposals and hope that the scheme can be delivered in line with the estimated timescale set out in the consultation document. There are a number of points of detail, set out under Question 3 below, which we would ask the Highways Agency to consider in finalising the scheme design.

Question 2 - Middle Engine Lane Railway Bridge – what is your preferred option for widening this structure?

Whichever option is chosen should allow people to feel safe while using the route and hence needs to be well lit by natural light wherever possible, and with good quality street lighting in addition. Our preferred option is Option 1 as it appears less enclosed and will allow more light onto the route.



Question 3 - Any further comments or suggestions

Highway Design

The design does not currently show details such as the number of lanes on each slip road. We would expect that the slip roads linking from and to the Coast Road would have at least equivalent capacity to the present arrangements.

We anticipate that the Highways Agency will wish to engage with North Tyneside Council at an early stage with regard to traffic management arrangements for construction of the scheme.

Provision for Pedestrians, Cyclists and Public Transport

The design of pedestrian and cycle routes and crossing points is not shown on the diagrams in the consultation document. We would emphasise that the east-west route along the north side of the Coast Road (via the A1058 bridge) is a well-used cycling route and it is important that this should remain a direct and accessible route for cycling, in line with the government's remit for the Highways Agency to "cycle-proof" all schemes.

Pedestrian and cyclist crossing facilities on the roundabout were improved in 2011 as part of an earlier project and now provide for numerous local journeys to destinations on all sides of the junction. We would expect the scheme to include crossing facilities of an equal or higher standard for people walking and cycling via the junction and we would ask the Highways Agency to engage with appropriate user groups as scheme design proceeds.

The Coast Road is served by frequent local buses and the Integrated Transport Authority is supporting a range of improvements along the route to improve bus flows and journey time reliability. The bus stops on the eastbound on-slip and westbound off-slip of the Coast Road are well used for access to local destinations including Silverlink and Tyne Tunnel Trading Estate and the design should retain these bus stops and provide for convenient pedestrian access to these stops.

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