

North Tyneside Council Report to Cabinet Date: 13 January 2014

ITEM 7(c)
Title: Consultation on
A19/A1058 Coast Road
interchange detailed
scheme proposals

Portfolio(s): Economic Development

Cabinet Member(s): Cllr Frank Lott

Report from Directorate: Deputy Chief Executive's Office

Report Author: Phil Scott, Head of Environment and Leisure Tel: (0191) 643 7295

Wards affected: All

PART 1

1.1 Purpose

Cabinet is invited to approve the submission of a response from the Authority to the consultation "A19/A1058 Coast Road detailed scheme proposals", which is being undertaken by the Highways Agency.

1.2 Recommendation

It is recommended that Cabinet:

- (1) note the contents of the report;
- (2) agree that the Authority should submit a response to the consultation; and
- (3) approve, in principle, the draft response (attached as Appendix 2) and authorise the Head of Environment and Leisure, in consultation with the Cabinet Member for Economic Development and Transport, to make any final amendments to the draft response and submit the final response to the consultation.

1.3 Forward plan

Notice of this report has appeared on the Forward Plan since the edition that was published on 11 December 2013.

1.4 Council plan, policy framework

The proposals are relevant to the following objective in the Council Plan 2014 to 2018:

1 C We will improve accessibility in the borough and support accessibility by walking and cycling

1.5 Information

1.5.1 Policy background

The A19-A1058 Coast Road junction (Silverlink interchange) is ranked Number 1 in the hierarchy of junctions set out in the North Tyneside Network Management Plan 2012-17.

The reconfiguration of the junction is identified as a desired outcome in the “Investing in our networks” section of the Tyne and Wear Local Transport Plan (LTP) Strategy, in the context of Policy 39; “We will pursue major scheme investment to improve our transport networks”.

The junction forms part of the national Strategic Road Network managed by the Highways Agency. An interim scheme for minor capacity enhancements to the junction was carried out by the Highways Agency in 2011.

1.5.2 Highways Agency proposals

The Highways Agency is proposing a major project to convert the A19-A1058 Coast Road junction (Silverlink interchange) into a fully grade separated interchange.

The stated objectives of the project are to increase capacity, improve journey reliability and improve safety for both road users and local residents.

The Highways Agency held a consultation exercise between November 2009 and March 2010 on three recommended options and three non-recommended options for the route of the scheme. Funding to carry out design work on the project was announced in May 2012 and the Secretary of State for Transport made the preferred route announcement in July 2012. The Highways Agency’s proposed design for the junction has now been outlined in greater detail and is currently the subject of a public consultation which closes on 17 January 2014.

The Highways Agency project, as set out in the consultation documents, includes the following proposals:

At A19/A1058 Coast Road Junction (Silverlink interchange) it is proposed 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.

To the north of the junction it is proposed to:

- widen the A19 bridge over the walking and cycling route (former railway), south of Middle Engine Lane, on both sides to accommodate the new slip roads; and
- widen the Middle Engine Lane road bridge on the east side.

To the south of the junction it is proposed to:

- realign the A19 carriageway to the east outside the existing highway boundary.

The Government publication “Investing in Britain’s Future” (June 2013) identified the project as one whose construction the Government would fund, “subject to the usual tests of value for money and deliverability”.

It should be noted 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.

1.5.3 Next steps

Following the public consultation, the Highways Agency will consider the responses and may refine the proposals where appropriate. In line with the process for nationally significant infrastructure projects, the Highways Agency then expects in Autumn 2014 to make an application for a development consent order (DCO) to the Planning Inspectorate who, following their examination of the application, will make a recommendation to the Secretary of State for Transport, who will determine whether the project should proceed.

1.5.4 Consultation process

A suite of consultation documents has been produced by the Highways Agency and published on the gov.uk website. Reference copies of the consultation documents are available to view at Quadrant East Planning reception and at Wallsend, Battle Hill and Howdon libraries and the Central Library in North Shields. The Highways Agency held a consultation event, which was open to the public, at the Travelodge Silverlink Hotel on 29 and 30 November 2013. The public consultation closes on 17 January 2014.

1.6 **Decision options**

Cabinet may:

1. Agree that a formal response to the consultation be submitted and approve the proposed course of action set out at 1.2 to allow the response to be submitted.
2. Decide not to submit a formal response to the consultation.

1.7 **Reasons for recommended option**

Option 1 is recommended as this will allow the Authority’s views to be taken into account as the Highways Agency proceeds with design work on the project.

1.8 **Appendices**

Appendix 1 Highways Agency consultation leaflet
Appendix 2 Draft response

1.9 **Contact officers**

Colin MacDonald, Senior Client Manager, 0191 643 6620
Andrew Flynn, Client Manager - Integrated Transport, 0191 643 6083
John Cram, Project Engineer Transportation, 0191 643 6122
Alison Campbell, Financial Business Manager, 0191 643 7038

1.10 Background information

Highways Agency consultation documents – the full suite of documents is available online at:

<https://www.gov.uk/government/consultations/a19a1058-coast-road-detailed-scheme-proposals>

North Tyneside Network Management Plan 2012 to 2017

http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=537632&p_subjectCategory=41 (7d)

Investing in Britain's Future

<https://www.gov.uk/government/publications/investing-in-britains-future>

North East Independent Economic Review

<http://www.nelep.co.uk/ne-economic-review/north-east-lep-independent-economic-review-report>

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no financial implications arising specifically from responding to the consultation.

Should Cabinet decide that a response should be submitted, the response would be finalised using existing officer resource and submitted to the Highways Agency online or by email.

There may be financial implications arising for the Authority if the scheme goes ahead. If this is the case, these will be reported to Cabinet at the relevant time.

2.2 Legal

As the project is classed as a nationally significant infrastructure project under the Planning Act 2008, the Highways Agency is required to make an application for a development consent order (DCO) to construct the project. Following the public consultation, the Highways Agency intends to make an application for a DCO by Autumn 2014. The Planning Inspectorate will examine the application and subsequently make a recommendation to the Secretary of State for Transport, who will determine whether the project should proceed.

2.3 Consultation/community engagement

Any person may respond to the consultation. The consultation process being carried out by the Highways Agency is set out in section 1.5.

2.4 Human rights

There are no human rights implications directly arising from this report.

2.5 Equalities and diversity

There are no equalities and diversity implications directly arising from this report.

2.6 Risk management

Risk management will be considered by the Highways Agency as part of the development of the plans for delivery of the scheme.

2.7 Crime and disorder

There are no crime and disorder implications directly arising from this report.

2.8 Environment and sustainability

The Planning Inspectorate has asked the Highways Agency to carry out environmental reporting into the impacts of the project, which will indicate in general terms the mitigation measures which the Highways Agency expects to use in order to minimise negative effects; the findings of this are to be consulted on separately. This will cover air quality, cultural heritage, landscape and visual amenity, ecology and nature conservation, geology and soils, waste and materials, noise and vibration, safety, journey time, congestion and accessibility for all travellers, and road drainage and the water environment.

PART 3 - SIGN OFF

- Chief Executive
- Deputy Chief Executive
- Mayor/Cabinet Member(s)
- Chief Finance Officer
- Monitoring Officer
- Strategic Manager
Policy, Partnerships,
Performance and Communication