

COMMENT ON RESPONSE SUBMITTED FOR DEADLINE 5 from Tom Lloyd

This submission is a comment on the following documents, and relates to the location of Fenrother junction on Part A :-

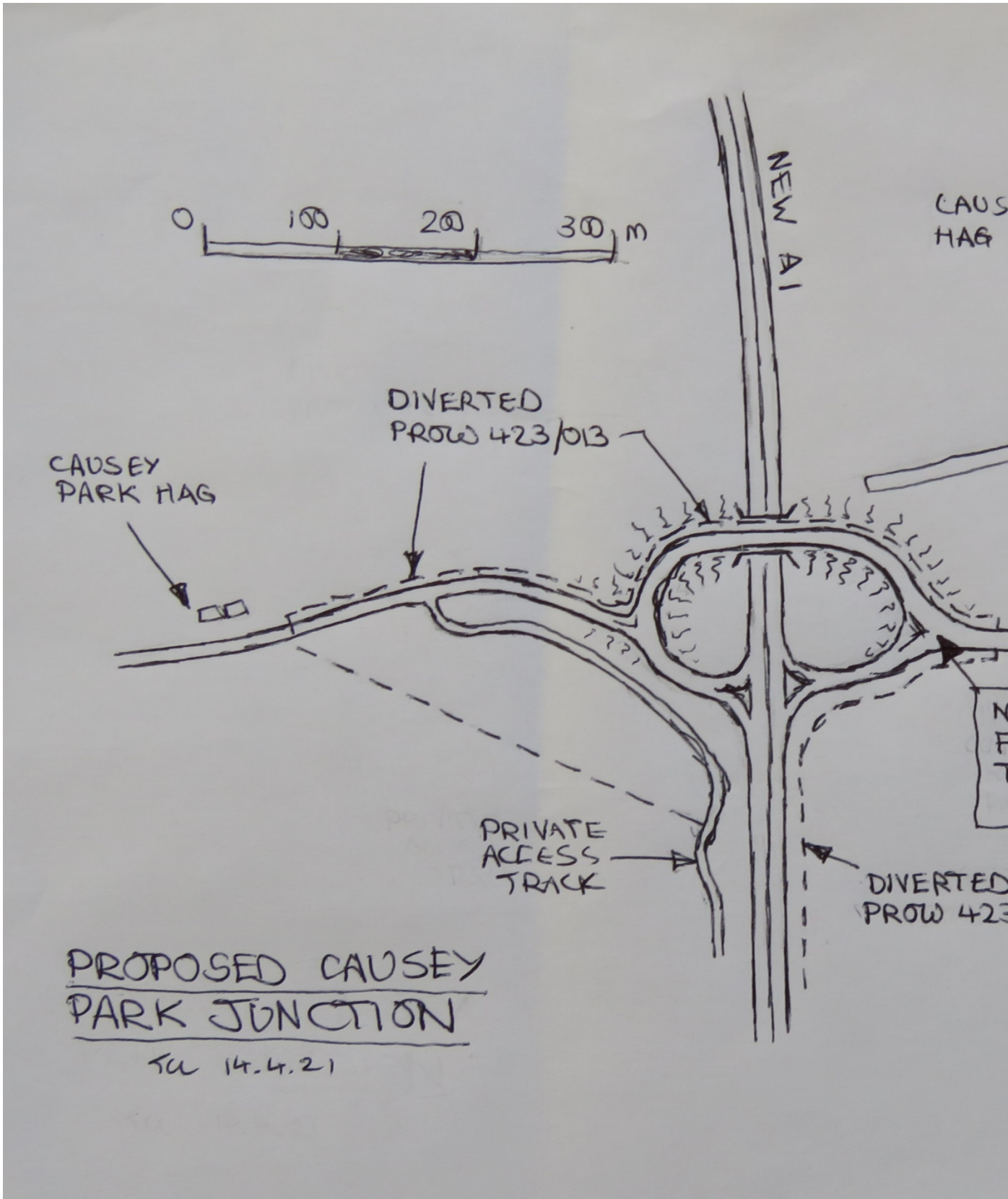
1. Document 1 - Action Point 36 Response within Document TR010059-001545-DL5_Northumberland County Council_Comments on Deadline 4 submissions. from NCC as submitted for Deadline 5 and uploaded on 7 April 2021
2. Document 2 - Section 3 of TR010059-001390-David Morrow on behalf of the Applicant - Comments on responses submitted for Deadline 3 from HE responding to my previous submission and uploaded on

Having commuted daily from Amble to Newcastle for 9 years, I have been questioning why Fenrother junction is not located 2.7km further north at the much busier Causey Park junction ever since the preferred offline route for Part A was announced in 2017.

Although Document 2 above tried to justify the junction location at Fenrother, it still leaves unanswered questions that are reinforced by NCC's concerns in Document 2 regarding non-motorised users of the detrunked A1. The current proposal means c.2,500 vehicles/day accessing the new A1 south from Chevington Road will face three new frustrations :-

- giving way to a road with less than a third of its traffic at Causey Park (which most of this traffic already does TWICE at West Chevington junctions despite NCC's major upgrades to Chevington Road)
- driving along a newly narrowed detrunked A1 within inches of the non-motorised N-S users for 2.4km to Fenrother
- crossing itself unnecessarily at the east T junction within the Fenrother junction layout, significantly increasing collision risks

I attach a sketch plan of my alternative junction layout at Causey Park which removes ALL of these frustrations and gives other advantages for a very similar construction cost as far as I can tell from available information.



With my proposal traffic on the detrunked A1 would be dramatically reduced, from c.2,500 to c. 200 vehicles/day, based on NCC's table 36.2, and non-motorised N-S traffic would merely cross coastal access E-W traffic at Causey Bridge, leaving only very local traffic from Burgham Park and Tritlington on the narrowed detrunked A1.

I also believe the Fenrother junction should be inverted N-S **WHETHER IT IS SITUATED AT FENROTHER OR CAUSEY PARK**, as the current layout causes all the coastal/A1 south traffic to needlessly cross itself at the east side T junction, thus increasing the risk of collisions

I therefore ask the Planning Inspectorate to reconsider HE’s proposal and the need for HE to show their design is the optimum one and not just an adequate one, which I still do not believe they have demonstrated, **ON ROAD SAFETY ASPECTS ALONE**.

To help you challenge them, here is my summary of implications for the two locations for what is easily the busiest junction on Part A ie between Morpeth and Felton:-

FACTOR	FENROTHER JUNCTION (Highways England Proposal)	CAUSEY PARK JUNCTION (Tom Lloyd Proposal)
Traffic from Amble/ Hadston etc to A1 south	Still gives way at Causey Park and narrower detrunked road for 2.4km before joining new A1	Direct access to new A1 and across detrunked A1
Traffic from A1 south to Amble/Hadston etc	Gives way to southbound Amble/Hadston traffic at new junction then 2.4km narrower road to give way again at Causey Park to much less traffic	Direct access/ right of way off new A1 and across detrunked A1
A1 S Traffic to/from Longhorsley etc.	Delay through Fenrother village would cancel any time saved on new A1 so would stay on A697 & unlikely to use this route	Delay through Paxton Dene/Fieldhead single track roads would exceed time saved on new A1 so would stay on A697 and v. unlikely to use this route
A1 Event Traffic to/from Burgham Park/ Bockenfield Airfield/Eshott Hall	c.7km to nearest A1 junction at Fenrother whether due N or S	c.3km to nearest A1 junction at Fenrother whether due N or S
E-W Traffic crossing A1	Slight delay at Fenrother/ improved at Causey Park	Slight delay at Causey Park/ improved at Fenrother
A1 N Traffic to/from Heighley Gate/ Espley Hall etc	Delay through Fenrother village would make Highlaws junction far preferable	Delay through Paxton Dene would make Highlaws junction far preferable
Non-motorised N-S traffic on detrunked A1	2.4km of cycleway sharing carriageway with c. 2,500 vehicles/day of 60mph traffic (based on Fig.36.2 of Document 1 above)	2.4km of cycleway sharing carriageway with c.200 vehicles/day of 60mph traffic (based on Fig.36.2 of Document 1 above)
Road Safety	In Document 2, HE claim <i>“local traffic will join and leave the new A1 in a safe and efficient manner in the Scheme as the old A1 will be subject to a detailed design Road Safety Audit”</i> . Surely this audit should	Avoids 2,500 vehicles/day traffic conflict at Fenrother T junction Reduces 2.4km of traffic alongside N-S cycle route on detrunked A1 from 2,500 to 200 vehicles/day

	be undertaken now as part of the design, with so many unnecessary traffic conflicts ?	
Junction Spacing along new A1	Highlaws - 2.5km – Fenrother - 7km – West Moor	Highlaws - 5.5km – Causey Park - 4km – West Moor ie better spacing for driver reaction time/ network resilience
Visual / Noise/Pollution Impact within 600m of junction	Primary school and 5 residential properties affected	Recycling plant and 4 residential properties affected
Public Rights of Way	PROW 423/001 diverted to Fenrother junction overbridge PROW 423/013 diverted to Causey Park overbridge	PROW 423/001 diverted to Fenrother overbridge PROW 423/013 diverted to Causey Park junction overbridge HE claim a junction at Causey Park would encroach onto “ <i>a Public Right of Way (PRoW)</i> ” but only 423/013 is shown on their plans submitted or on OS maps so why have they raised this as an issue ?
Mine Workings	Unknown encroachment on mine entry locations ?	HE claim a junction at Causey Park would encroach onto “ <i>mine entry locations (which could have the potential for impacts associated with ground instability and release of hazardous mine gas)</i> ”
X15 Bus Route (Hourly Arriva service along A1 serving Tritlington/CauseyPark/Eshott etc)	No mention of what happens to X15 hourly bus service – I suggest either of :- <ul style="list-style-type: none"> bus stop laybys are located on dual carriageway near new bridges with footpath links at Causey Park and Burgham Park, and at Fenrother junction for Tritlington school detrunked A1 continued north to West Moor for bus to use from Fenrother to West Moor, and add new laybys just north of Fenrother junction 	I suggest either of :- <ul style="list-style-type: none"> bus stop laybys are located on dual carriageway near new bridges with footpath links at Fenrother and Burgham Park, and at Causey Park junction for Oak Inn etc detrunked A1 continued north to West Moor for bus to use from Causey Park to West Moor, and add bus stop laybys with footpaths near Fenrother overbridge
Agricultural Land Quality	agricultural land within the Order Limits at the Fenrother junction is “ <i>predominantly of a lower grade (Grade 4)</i> ”	agricultural land within the Order Limits at Causey Park is “ <i>predominantly Grade 3b with a lesser proportion of Grade 3a, BMV and Grade 4</i> ”.

Heritage Assets	Unknown non-designated heritage assets ?	HE claim a junction at Causey Park would encroach onto <i>“potentially two non-designated heritage assets”</i> but no further information is offered
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I realise HE have more facts available than I do, and that traffic is not the only design factor, but it is surely the main reason for any road scheme, with road safety close behind. The Causey Park junction is clearly a better option than Fenrother Junction **ON BOTH COUNTS**, and should be considered under item 6 at the Issue Specific Hearing 3 on 21 April 20231.

Tom Lloyd MICE

14 April 2021