

	Action Point	Response
6	Confirmation that Northumberland County Council (NCC) are satisfied with text in Art 7(b)(ix).	From a highways perspective, we are satisfied with the text as set out in Art 7(b)(ix)
7	NCC to respond to the Applicant's response to ExQ1 DCO.1.39 and DCO.1.40, in relation to Art 11.	The applicant's response to ExQ1 DCO.1.39 confirms that the revised DCO has consistency in notifying the Street Authority at 6 weeks and, as such, have no comments to make. (Noting DCO.1.40 is linked more to Article 12 so comments have been made on this under Point 8)
8	Applicant and NCC to consider Art 12 and identify any matters of disagreement.	Following on from our meeting with the applicant on 15th February, the applicant's consultant has shared notes of the meeting on 10th March, which have provided clarity in relation to Article 12, along with the points of clarity made in the Hearing Sessions. It is understood that these notes will form subsequent iterations of the Statements of Common Ground to which we will comment and confirm.
9	NCC to provide answer to Applicant's answers to ExQ1 DCO.1.41 and DCO.1.42.	<p>DCO.1.41 – The rationale for these powers in Article 14 as set out in the applicant's response and the revised Explanatory Memorandum are acceptable to NCC and information is to be supplied in relation to the Road Classifications of the current and potential future Local Road Network for inclusion in the next draft DCO.</p> <p>DCO.1.42 – We acknowledge the applicant's response to the question and have no detailed comments to make to this regard. As stated above, we continue to supply information relation to the Road Classifications of the current and potential future Local Road Network for inclusion in the next draft DCO.</p>
12	Confirmation from NCC that no further clarification is required in relation to the precise	As discussed in the Hearing Sessions, a meeting was held with the applicant on 2 nd March to go through these matters in relation to the Stopping Up and subsequent

	<p>nature of the Stopping Up and the resultant status/ownership of the stopped up highway, as per NCC's comments on the Applicant's response to DCO.1.44.</p>	<p>status and ownership of the Stopped Up highway. The Proposed Highway Adoption & Maintenance Responsibilities Plans (ref REP3-003) was used to facilitate this meeting although it should be noted that these plans only consider the future carriageway elements of the scheme and not the full extents of the highway associated with these sections of carriageway. Whilst the Maintenance Boundary Technical Note (ref REP1-049) indicates this additional information for the new grade separated junctions and the new local roads within Part B of the proposals, we would seek this level of detail for all elements of the scheme to ensure clarity over future maintenance liabilities for the network that would form the Local Highway Network. This exercise will also allow for clearer definitions of Stopped Up highway to be defined within the Rights of Way and Access Plans.</p> <p>During this meeting it was identified that the extent of the new Local Highway Network forming the East Linkhall Road (Works Package 29i) may require amendment in relation to the future designation of Local Highway Network and the location of the subsequent Private Access rights at location PA16/4 on the Public Rights of Way and Access Plans. A design solution similar to that proposed at the southern end of the de-trunked section of the A1 to the north of Priests Bridge (around location PA3/3 on the Public Rights of Way and Access Plans) may be required although we await revised proposals in this respect from the applicant as part of their review of the East Linkhall Road and the revised General Arrangement plans showing the two-lane carriageway as discussed in the Hearing Sessions.</p> <p>Further in the meeting comments in relation to drainage on the East Linkhall, West Linkhall and Rock South Farm Access Roads was discussed. From further examination of the documents and in particular the drainage strategy for Part B (APP-314 - 6.8 Environmental Statement - Appendix 10.4 Drainage Strategy Report Part B.) by the Council as Local Highway Authority, it has become evident that the current proposals for these roads do not include positive drainage of the road to an outfall (although it is noted and accepted that the West Linkhall drainage proposals</p>
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		<p>do partially utilise the existing A1 drainage). The lack of drainage provision for these roads would mean that they were not acceptable to the County Council for adoption. This is to be looked into by the applicant as an action from this meeting and discussions are on-going with the Applicant and their consultants to resolve this matter. The adoption of SuDs basins also forms part of these ongoing discussions</p> <p>Therefore, whilst the principles of the Stopping Up and resulting status are better understood we cannot confirm that no further clarification is required until the actions from the meeting on 2nd March have been tabled and reviewed.</p>
17	Written update with progress between Applicant and NCC in relation to Article 16	As stated in the response to Point 12, a meeting was held in relation to Stopping Up elements and resultant status/ownership of the Stopped Up highway and the future highway on 2nd March. This process is ongoing and we await the further clarifications and revised plans as stated in the response to Point 12. This work will feed into any amendments to Article 16 and associated Schedules.
25	NCC will confirm in writing position on Requirement 9.	We are satisfied that the requirement provides for archaeological remains to be identified and recorded. However, we recognise that there may be alternative wording which could make the requirement clearer, easier to follow and more explicit. This also applies to requirement 4 in general where there is potentially multiple cross-referencing between documents.
33	Confirmation from NCC of agreement with the Applicant's proposed Transport Management Plan – Construction.	Following on from our meeting with the applicant on 15th February, the applicant's consultant has shared notes of the meeting on 10th March, which have provided clarity in relation to our initial comments. It has not been possible to provide formal confirmation of these notes in time for this Deadline, however, it is understood that the agreements will form subsequent iterations of the Statement of Common Ground and the Outline Construction Environmental Management Plan and Construction Traffic Management Plan. The most recent submission of this Outline

		Construction Environmental Management Plan (REP3-013 & REP3-014) includes clarity in relation to consultation with NCC as requested as well as confirmation of working practices. Some amendments in relation to the Construction Traffic Management Plan (REP3-015 & REP3-016) have been included in the most recent submission of this document. Whilst we cannot confirm NCC agreement in relation to these documents at this time, we are actively working with the applicant to ensure points of agreement are contained within subsequent versions of the documents and the Statement of Common Ground.
36	Applicant and NCC summarise position on non-motorised transport.	See response below

Response to Point 36

NCC's position in relation to the provision for non-motorised transport has been set out in previous responses and during the Hearing Sessions. It is considered that the scheme has the potential to provide a new north-south connection that is currently not used due to the traffic flows and presence of the existing A1, particularly in relation to Part A of the scheme.

It is recognised that the provision of grade separated junctions and Public Rights of Way diversions has addressed east-west severance for non-motorised road users retaining and improving this connectivity for these users. This acceptance is based upon the premise that footways shown at grade separated junctions and bridges are connected to infrastructure provided on the de-trunked A1.

It is considered, however, that north-south severance for non-motorised transport in Part A is not considered in the scheme. North-south movements are significantly impacted upon by the current A1 and the disconnected provision of footways along the Part A element. With the removal of traffic from the A1 this constraint is partially addressed but the resultant legacy layout does not fully address this severance.

In addressing our concerns in relation to the standard of the de-trunked A1 in relation to its cross section, along with the proposals to provide a footway/cycleway between West Moor and Brockenfield Bridge, there is the potential to provide a complete non-motorised transport link from Morpeth to Felton and address the north-south severance.

This is linked to the acceptability of the cross section of the de-trunked A1 and some initial analysis has been undertaken in relation to this cross section and why we consider the current cross section is not suitable for the future flows thus allowing for the re-allocation of highway space for non-motorised transport.

The A1 within Part A is currently WS2 standard (approximately 10m wide) with a 60mph speed limit. The latest data available to us reports the 85th percentile speed as 54mph (Tyne and Wear Accident and Traffic Data Unit (TADU) 2018) with the annual average daily flow as shown in Table 36.1.

Table 36.1 - Annual Average daily flow (Source: Highways England's publicly available database. Counter located at Burgham Park - site location 9755/1 and 9755/2)

Year	Northbound	Southbound	2-way
2019	9,836	10,005	19,841
2020*	7,587	7,755	15,342

*The 2020 figures show the effects of COVID lockdown on traffic levels.

The forecast traffic flows after de-trunking are shown in Table 36.2.

Table 36.2 – Forecast Traffic Flows on De-Trunked A1 within Part A (Source: Traffic flows from SATURN model of scheme as supplied by WSP direct to NCC)

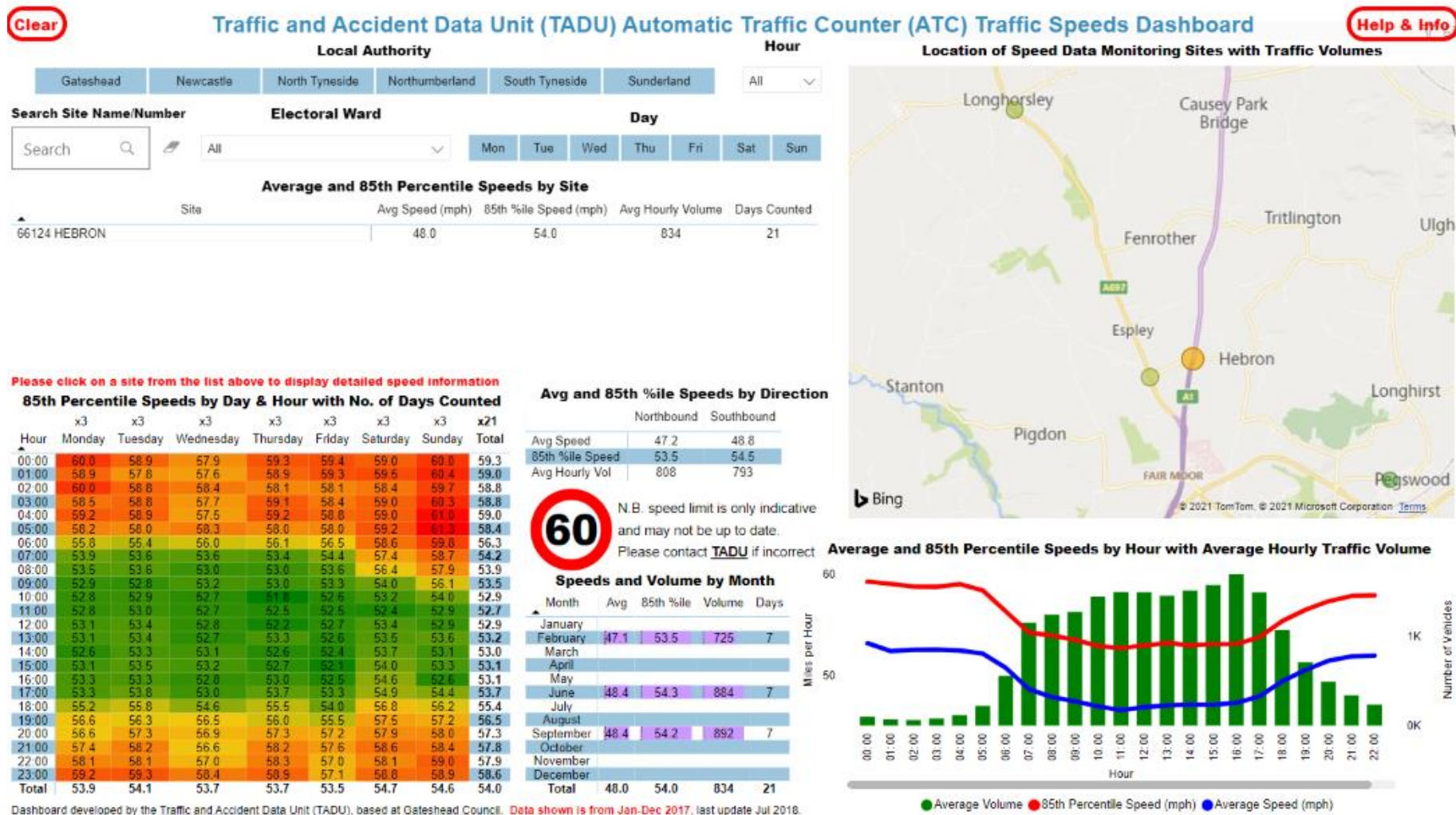
Section	AM Peak (2 –Way)	PM Peak (2-way)	Annual Average Daily Traffic (AADT)*
South of Fenrother			152
Fenrother to Earsdon	192	213	2,525
Earsdon to Causey Park	168	201	2,436
Causey Park to Eshott	50	75	1,241
Eshott to Burgham Park	21	42	547
Burgham Park tp West Moor	31	58	723

*Figures based upon Environmental Statement version of the Model as advised by WSP.

Analysis of these flows indicate an 83% reduction on the 2020 figures and 87% reduction on the 2019 figures on the busiest section (Fenrother to Earsdon). The reduction in traffic flows will lead to an increase in traffic speeds. Figure 36.1 below shows the 2017 traffic speeds at Hebron on the A1. Although showing hourly figures for volume of traffic, the graph (bottom right) shows how speed increases as traffic flows drop.

Based on this we would predict at least a 5mph increase in the 85th percentile speed on the de-trunked section as a result of the reduction in traffic flows.

Figure 36.1 Extract from TADU ATC Traffic Speeds Dashboard (Source: TADU 2018)



The current WS2 standard road width combined with a good horizontal and vertical alignment and good forward visibility will also contribute to potential further increases in traffic speeds.

Previous design guidance (Design Manual for Roads and Bridge (DMRB) TA 46/97, now withdrawn) would suggest that for the forecast traffic flows (approx. 2,500 AADT) an S2 carriageway (7.3m wide) would be all that was required, and a WS2 carriageway would be an over provision as shown in Table 36.3.

Table 36.3 DMRB TA46/97 Table 2.1 (extract)

Carriageway Standard	Opening Year AADT	
	Minimum	Maximum
S2	Up to 13,000	
WS2	6,000	21,000

Narrowing the carriageway, physically or visually, is a standard traffic calming technique to encourage lower speeds. In this instance we consider that a visual narrowing, using road markings, would not have a significant impact on reducing traffic speeds due to the existing road layout and wide verges.

It is understood that a Stage 1 Road Safety Report prepared by WSP in September 2018 in accordance with DMRB HD19/15 (now superseded by DMRB GG119) indicated that the de-trunked A1 may be subject to high vehicle speeds if it was left in its current state. The recommendation to this was that the A1 should be subject to appropriate highway alterations to effectively manage traffic speeds. The Designer's Response to this identified problem was that the Designer accepted the problem and recommendation and that details of the section of the de-trunked A1 should be determined and agreed with the applicant and NCC, with a view to be developed and confirmed during detailed design. The currently submitted design does not address this and therefore we can see no evidence that indicates this identified Road Safety Problem has been "closed out" in accordance with the standards.

In our early discussions with WSP, during the development of the scheme, we were asked to provide a typical section showing what we considered to be a suitable cross section for the de-trunked section of the A1, incorporating facilities for pedestrians and cyclists (Dwg No. HC179511-00-A1-01-01 A1 DUALLING TYPICAL X-SECTIONS A3 SHEET – attached as Appendix A). This showed a segregated cycleway and footway in the east verge of the de-trunked section of the A1, with the carriageway width reduced to 7.3m.

This would be an improvement on the existing footway running along the eastern verge of the de-trunked A1 between Morpeth and Felton. It would also provide a safe segregated cycleway linking a number of well used east-west routes on quiet country roads already catered for in the proposals to address east-west severance

Local Transport Note (LTN) 1/20 Cycle Infrastructure Design (DfT, July 2020) sets out the core design principles, one of which is that 'consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government'. It also recognises the economic benefits of cycling as well as those relating to health and wellbeing.

LTN 1/20 Section 4.4.1 states that 'Motor traffic is the main deterrent to cycling for many people with 62% of UK adults feeling that the roads are too unsafe for them to cycle on.'

Figure 36.2 forms an extract from LTN 1/20 in relation to the appropriate protection from motor traffic on highways and demonstrates that a segregated fully kerbed cycle track is the recommended solution for the de-trunked section of the A1, based on speed limit and traffic flows. The same level of provision is recommended in DMRB CD 195 Rev1, Designing for cycle traffic, in Table E/1.1.

Figure 36.2 LTN 1/20 Figure 4.1: Appropriate Protection from Motor Traffic on Highways

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

In respect to the above assessment, the scheme will result in a reduction in traffic flows on the de-trunked A1 meaning that the existing cross section of the carriageway will be unsuitable and unsafe as highlighted in the Stage 1 Road Safety Audit. In amending the cross section of the de-trunked A1 to better reflect traffic volume and reduce speed, the opportunity arises to provide non-motorised transport links in a north-south direction connecting the east-west routes that have been mitigated through the scheme as it currently stands. It is considered that there is sufficient space within the cross section to provide an LTN 1/20 compliant scheme on the de-trunked section.

Accepting that this treatment of the de-trunked A1 and the new link from West Moor to Brockenfield Bridge is to be delivered, there will remain a further section of north-south severance from the end of the de-trunked A1 at Priest's Bridge to the current cycle and pedestrian infrastructure in Morpeth. It is considered that this severance can be addressed within the land under the DCO subject to some minor amendments in relation to the designation of the diverted Public Rights of Way and the improvement of the existing footway on the eastern side of the A1 that is currently shown as being retained.

Working south from Priest's Bridge (referencing points in the Rights of Way and Access Plans) this would require the re-designation of the proposed New Public Footpath from points PR3/3 to PR3/2 and PR3/1 to PR2/1 and the section of existing Public Footpath PROW407/002 between PR3/2 and PR3/1 to Public Bridleway with changes to surfacing to accommodate cycle based trips accordingly as part of the detailed design. Alternatively, there may be the opportunity to allow this link to continue adjacent to the widened A1 to the east of the on-line alignment but an alternative route is possible if this is not deliverable adjacent to the new dual carriageway. South of Hebron Road at Highlaws Junction, the current intention is for the existing footway to be retained and therefore this could be upgraded to footway/cycleway to connect with the new Public Bridleway to the south of Warreners House to connect with West View. This connection can be delivered within the scheme extents potentially within the assumed limits of highway adoption around the A697 southbound on-slip embankment. There would be potential highway safety and severance concerns if this link was not aligned to avoid at at-grade crossing the A697 southbound on-slip at the location of the existing footway crossing located to the south of 1/g on the Rights of Way and Access Plans.

It is considered that this connectivity addresses north-south severance of the A1 in its current status and utilises the safety improvements that need to be made to the de-trunked section of the A1 in relation to its cross section thus providing mitigation to both east-west and north-south severance from the scheme.

In relation to the Designated Funding details as discussed in the Hearing Sessions we can confirm attendance at a meeting with the applicant to discuss this on 18th March where we will continue to engage with the applicant to provide means of securing non-motorised transport connectivity as part of the scheme and we will actively engage with the applicant in this process.