

A69 Improvements

Proposed works

- Improvements to the A69/A6079 Bridge End and A69/A68 Styford roundabouts
- Current junctions to become grade-separated junctions - you will have to go up or down a slip road to leave the A69
- Traffic continuing on the A69 will no longer have to stop at the junctions, reliving congestion and allowing a free-flowing journey

Proposed works

- At Styford, the A69 will be built over the roundabout on an overbridge
- At Bridge End, the A69 will go underneath the roundabout in cutting
- [Animation – Styford Junction](#)
- [Animation – Bridge End Junction](#)

Why is this scheme needed?

- The A69 is an important arterial link that is heavily used by hauliers and commuters
- Particularly busy between Hexham and Newcastle at peak travel times, especially at the Bridge End and Styford roundabouts
- Both schemes scored highly individually and stronger when concurrently delivered by WebTAG appraisal.

Aims of the scheme

- To create 18 miles of free-flowing dual carriageway between Newcastle and Hexham
- Reduce congestion at the junctions
- Improve access from the A69 and into Hexham
- Make journey times more reliable
- Support economic growth within the North of England

Funding

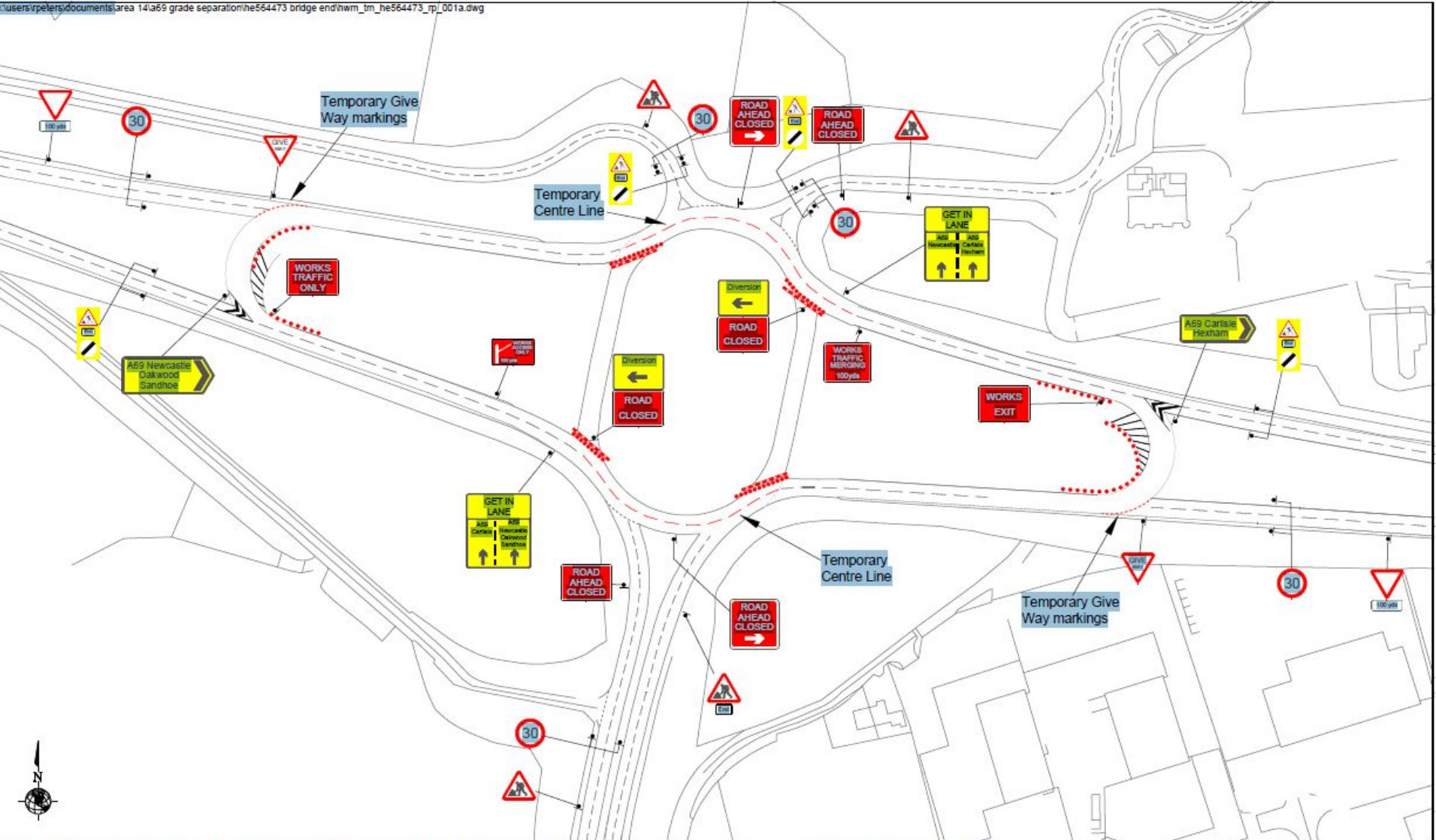
- In 2016, Highways England carried out the Northern Trans-Pennine Strategic Study, which looked at improvements to the A66 and A69.
- The outcome of the study was dualling was to be focussed on the A66.
- As a result, in March 2017, a £220 million package of improvements was announced as part of our Congestion Relief Fund. The source of funding here.

Timeline

Date	Event
September/Autumn 2018	Site Clearance – clearing vegetation and relocating underground services
Spring 2019	Start of main construction - to start at Bridge End slightly earlier in order to use excess material for the Styford junction
Spring 2020	End of construction

Traffic Management – Bridge End

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NOTES All signs to conform with TSRGD (as amended) This drawing to be read in conjunction with Traffic Signs Manual Chapter 6 2009
 All signs to be located so as not to obscure / be obscured by other signs or objects and should be ballasted near to ground level using sand filled hessian bags or sign straps
 All sign positions are indicative only and must be accurately positioned on site with good visibility and be clear of any obstructions or vegetation at all times
 Safety line shall be installed as required to a 1.2m safety zone
 The Workforce in Road Slow sign shall be placed at a safe location prior to the 7001 Road works ahead 1 mile sign

DESIGNERS CHECK LIST		YES	NO
Is an without system required??	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Have you been informed of any overhead obstructions (overhead cables??) (335 requirement)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Have you been informed of any significant risks of people and plant interface??	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Warning/Restriction Plate Acting First	Close Key to Reduce Visual Height	Warning/Restriction Plate Acting First	Close Key to Reduce Visual Height
<p>WORKS AHEAD</p> <p>The maximum height may not be visible, particularly at night</p> <p>Have the signs been placed with due regard to the road width</p>	<p>WORKS AHEAD</p> <p>These signs are used to reduce the visual height of the signs when viewed from the side of the road</p>	<p>WORKS AHEAD</p> <p>These signs are used to reduce the visual height of the signs when viewed from the side of the road</p>	<p>WORKS AHEAD</p> <p>These signs are used to reduce the visual height of the signs when viewed from the side of the road</p>

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Client

Contractor

Project Title
 A69 GRADE SEPARATION

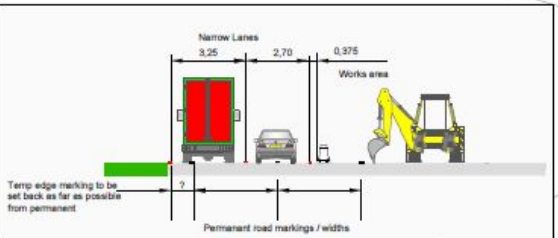
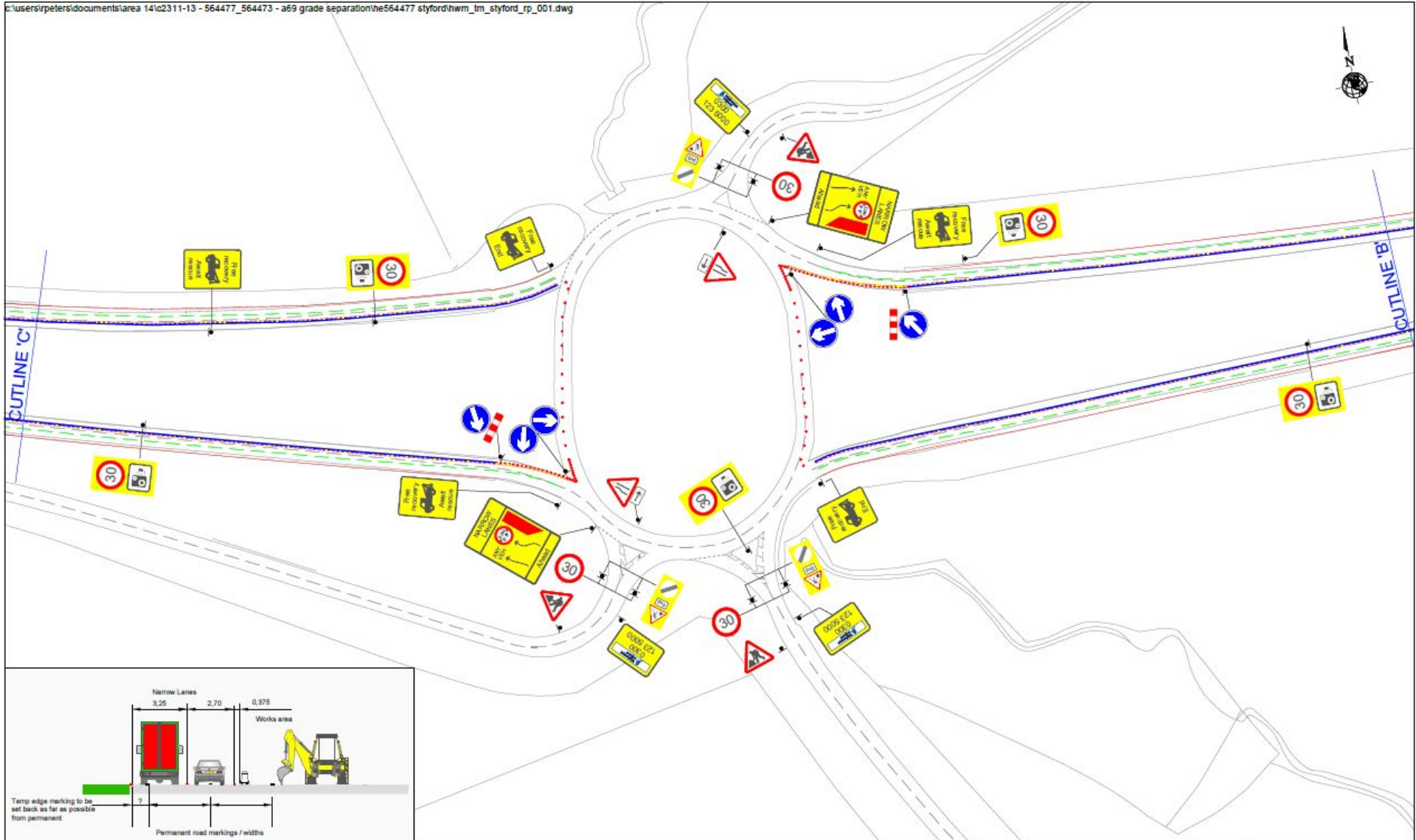
Drawing Title
 BRIDGE END ROUNDABOUT PHASE 1 TM OPTION 1

Drawn by: R. PETERS
 Checked by: []
 Approved by: []
 Date: 03.05.18

Drawing No:
 HWM_TM_HE564473_RP_001
 Status: For Comment
 Sheet No: 1 OF 1
 Original size: A3
 Revision No:
 Scale: NTS

Traffic Management – Styford

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NOTES All signs to conform with TSRGD (as amended) This drawing to be read in conjunction with Traffic Signs Manual Chapter 8 2009
 All signs to be located so as not to obscure / be obscured by other signs or objects and should be ballasted near to ground level using sand filled hessian bags or sign straps
 All sign positions are indicative only and must be accurately positioned on site with good visibility and be clear of any obstructions or vegetation at all times

DESIGNER'S CHECK LIST	YES	NO
Is an auto-aid system required??	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Have we been informed of any overhead obstructions to overhead cables?? (CGS records/network)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Have we been informed of any significant risk of people and plant involvement??	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Warning/Restriction Sign, warning from	Cones vary to reduce residual risk	Warning/Restriction Sign, warning from	Cones vary to reduce residual risk
OUTSIDE STRUCTURES	The unaided hazard may be visible, particularly at night. Use the outer of the cones with blue cones and a white down.	WORKS ACCESS	Signs from crossing traffic, vehicles should see them and will be on aware of the works access location.
OUTSIDE CABLES	The unaided hazard may not be visible, particularly at night. Mark the extent of the risk area with blue cones and a white down.	RESTRICTED OR STOPPED V.L.A. (SEE RECORD OF WORKS) (CGS)	Verify the warning is any part of a demarcation area just inside the works access or at a fixed point because for the risk of work with the cables. Place yellow cones with white stripes inside the works throughout the no stopping area as visible to drivers.

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 Highways England

Contractor:
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Project Title:
 A69 GRADE SEPARATION

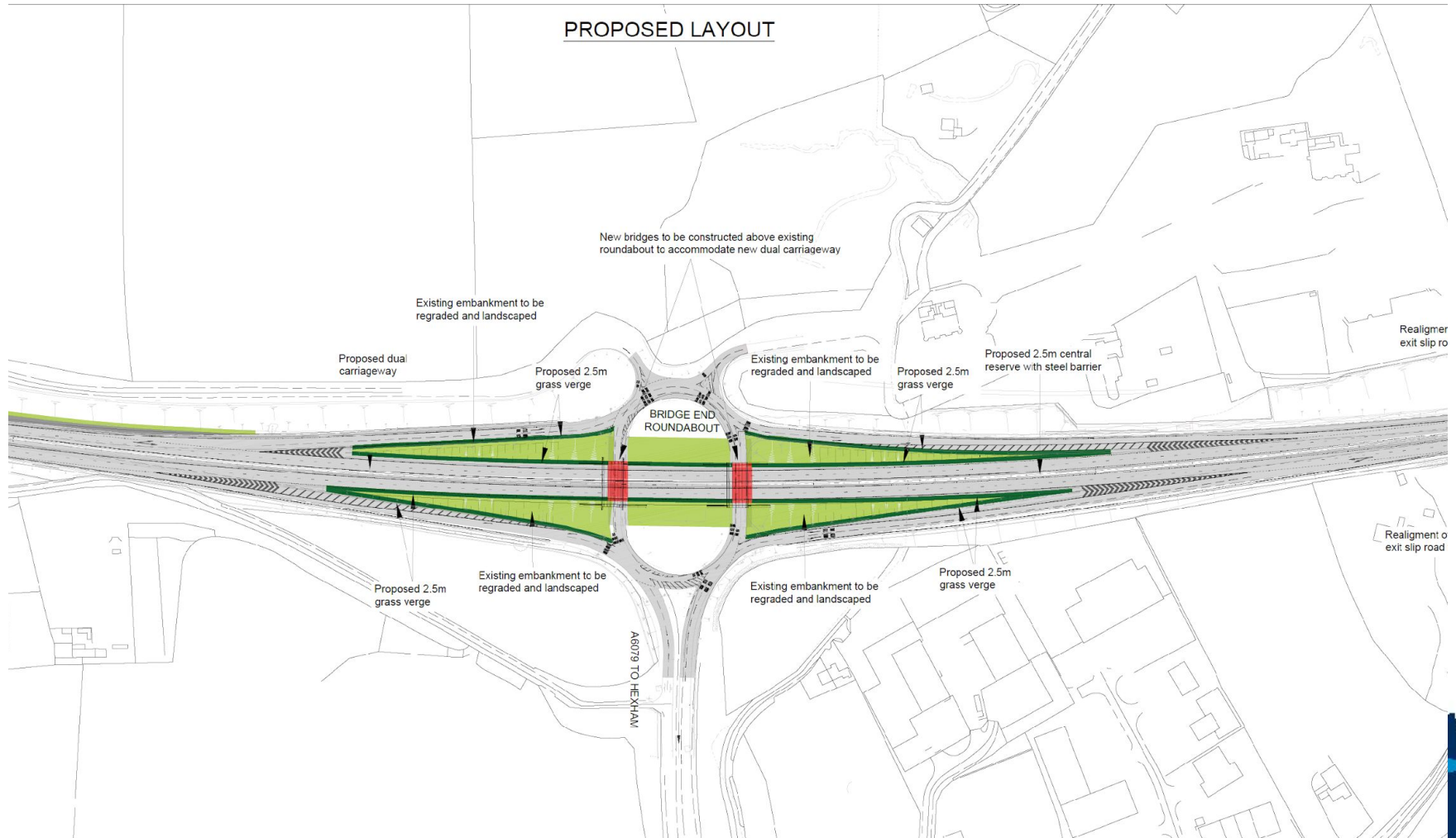
Drawing Title:
 STYFORD NARROW LANES TO NEAR SIDE

Drawn by: R PETERS
Checked by:
Approved by:
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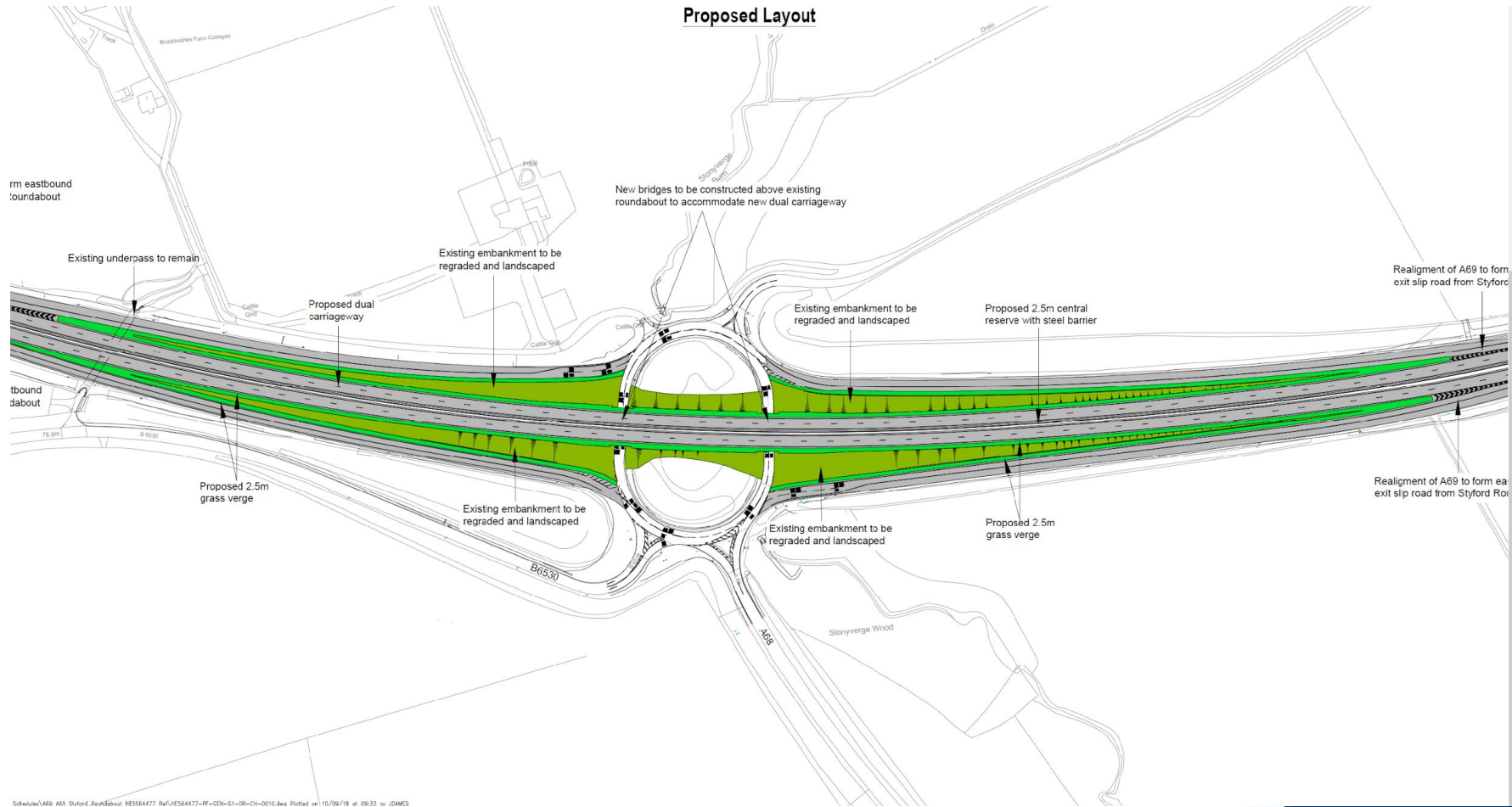
Drawing No: HWM_TM_STYFORD_RP_001
Status: For Comment
Sheet No: 2 OF 3
Original size: A3
Scale: NTS

Any Questions?

Bridge End GA



Styford GA



Schedule/Map A69 Styford Roundabout HES564477 Ref/NE564477-020-51-00-CR-0016.dwg Plotted on 10/09/18 at 09:33 by JDM/ES

Acomb

- Distance between end of Bridge End and start of right-turn to Acomb (A6079) – 649m – departure from standard
- Calculations predict (with proposed scheme)
 - AM
 - 65% of length available for 31% of traffic flow wishing to weave to turn
 - PM
 - 65% of length available for 52% of traffic flow wishing to weave to turn
- Although the weaving length is less than desirable minimum of 1km, amount taking place is less than the maximum permitted by the standard.
 - Amount of carriageway available will allow drivers to make the necessary lane changes to safely use the A6079 right-turn from the Westbound carriageway (at 70mph, 20.73 seconds, at 60mph, 24.22 seconds)

Acomb accident data

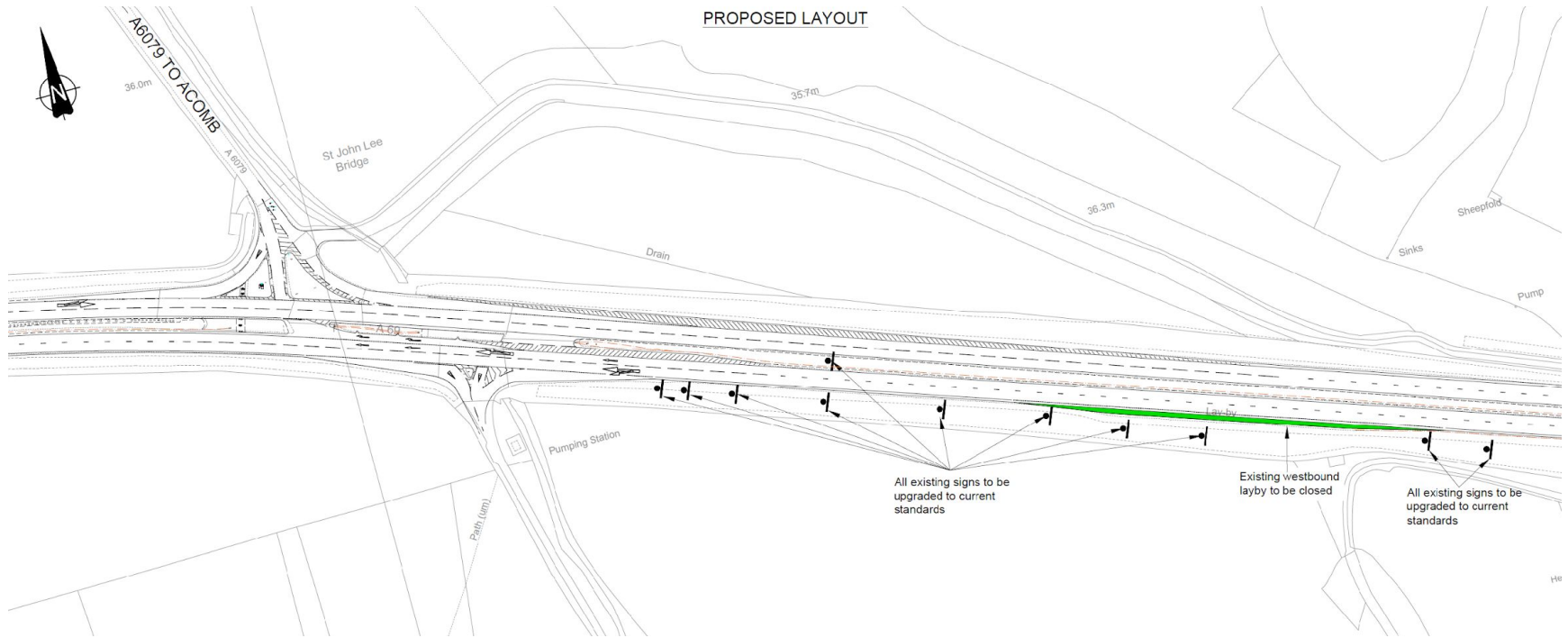


In the last ten years, there have been 7 accidents at the Acomb junction, one of which was serious (2013)

Acomb

- Proposed scheme will
 - Reduce congestion and queues
 - Likely to reduce accident severity
 - Grade separated junctions at A1/A57 resulted in a 92% decrease in accidents and at A1M/A614, resulted in a 90% decrease.
- The straighter road alignment proposed by the scheme should ultimately allow for a safer journey

Acomb turning



Mitigation measures at Acomb

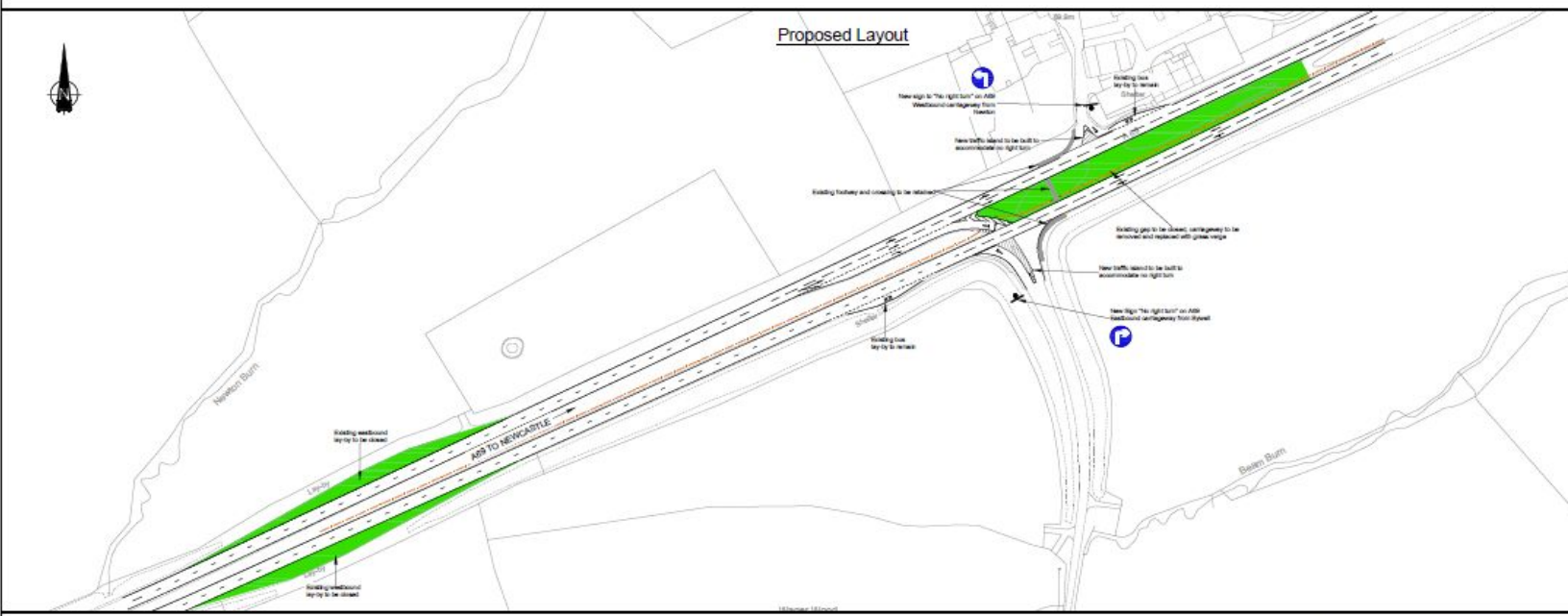
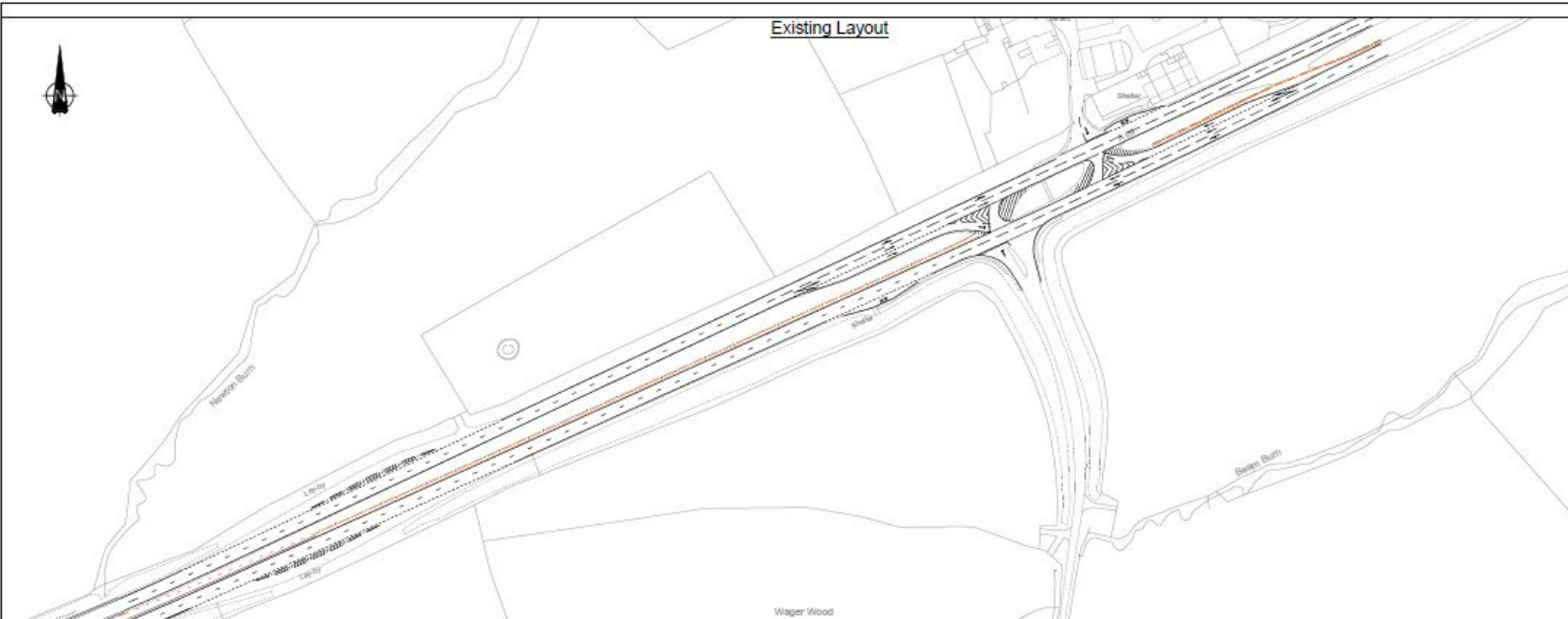
- Existing layby on westbound carriageway to be closed
 - Removes unnecessary merging, therefore avoiding risk of collisions
- Existing speed camera to remain
- Full visibility to standard
- Signing is of good quality – 400m, 240m in advance, Warning signs 280m, 160m and 115m in advance
- Signing will be changed to suit new grade separation
- Lighting upgraded
- Safety measures and implications of proposed scheme are As Low as Reasonably Practicable

Newton accident data



- The road to Newton from the A69 has seen two accidents in the last ten years, both of slight severity

Newton Turning movements



NOTES

KEY

-  TSDRD No 009 Turn left only.
-  Proposed grass verge.
-  Proposed traffic island.
-  Existing Footway.

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**A69/A68 (STYFORD)
 ROUNDABOUT IMPROVEMENTS**

**A69/A68 STYFORD ROUNDABOUT
 NEWTONBYWELL JUNCTION**

Issue No.	1	Issue Date	2018/06/28	Project No.	W80194
Author	HE564477 - PF - GEN	Check	2018/06/28	Scale	1:1000
Drawn	S1 - DR - CH - 0012	Checked	2018/06/28	Drawn	A
Client	1	Client Ref	1	Client Name	1