

Hartlepool Borough Council

Elwick Bypass Public Consultation Event

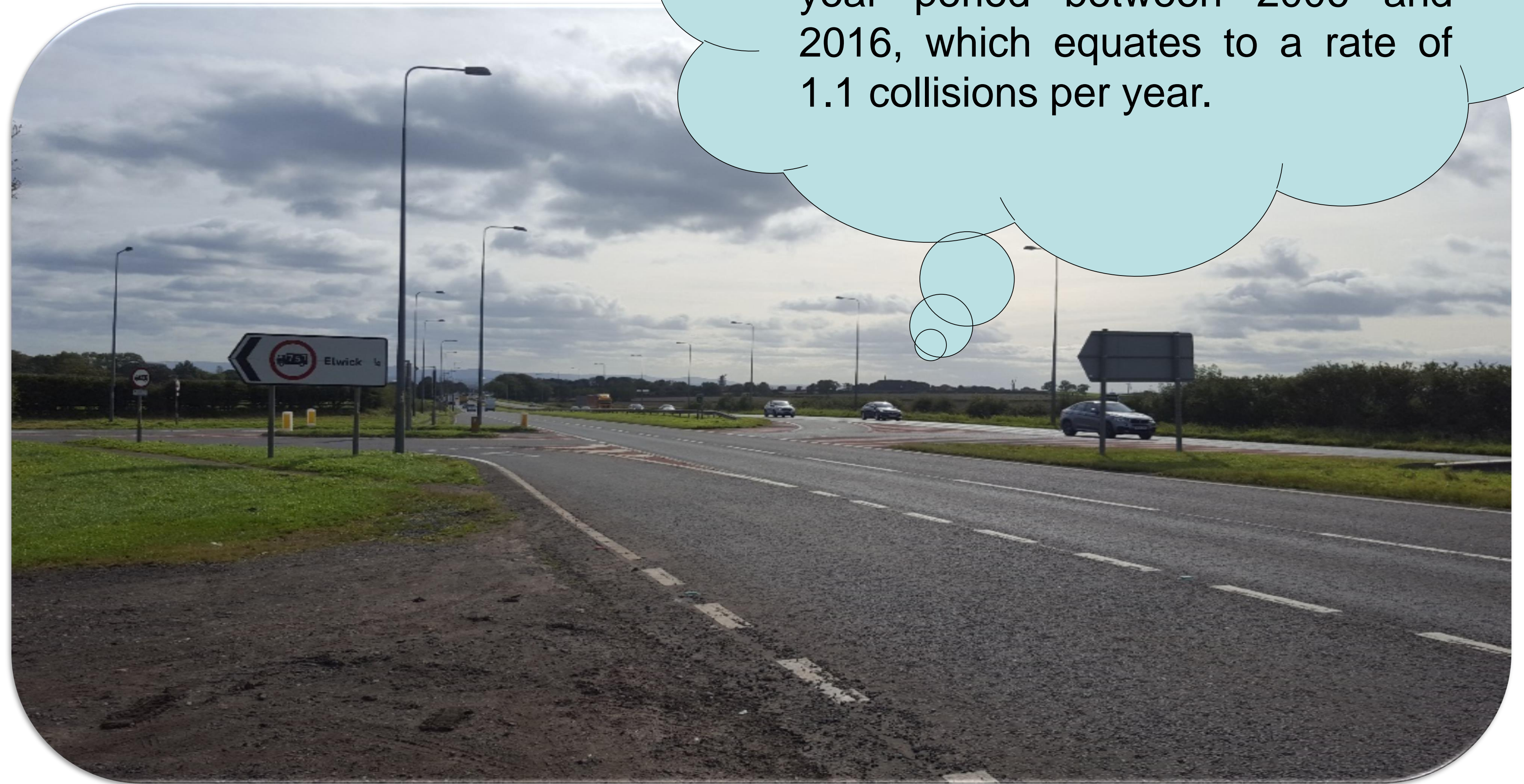
BACKGROUND

At present Hartlepool is highly reliant on the A689 and the A179 to provide access from the A19 into the town.

There are other access points at present via Elwick and Dalton Piercy, however this relies on drivers making right hand turns into the villages when heading to Hartlepool from the south which is a dangerous manoeuvre over two lanes of 70mph traffic.

Given the safety concerns and the numbers of accidents and fatalities which have historically occurred at the Elwick junctions Highways England obtained funding to develop options to provide a new junction.

There have been **11** Personal Injury Collisions in the vicinity of Elwick Crossroads during the 10-year period between 2006 and 2016, which equates to a rate of 1.1 collisions per year.



WHY ARE WE HERE?

Inform: local people, interested parties, organisations and statutory bodies of how the proposed scheme for Elwick (also referred to as 'the Scheme') is being approached in order to help understand their values about the environment that may be affected.

Identify and Review: identify impacts of the proposed Scheme and addresses issues raised following the consultation. It also documents and reviews the possible significant effects of the Scheme on people and the environment, as well as identifying mitigation and possible opportunities for further improvements.

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SCHEME OBJECTIVES

The Project Objectives that have been defined through discussions between Hartlepool Borough Council and Highways England. The following objectives for any improvement scheme have been developed:

- **Objective 1:** To reduce the number of accidents and associated casualties on this section of the A19;
- **Objective 2:** To relieve pressure on the existing A179 and A689;
- **Objective 3:** To support the aspirations of Highways England to turn the A19 into an “Expressway” from the A168 to the A1;
- **Objective 4:** To protect the integrity and character of Elwick village (part of which is a Conservation Area), through significantly reducing the number of cars passing through;
- **Objective 5:** To support the growth of the Hartlepool economy.

*The annual average daily flow of traffic for this section of the A19 was **52,526** in 2015.*



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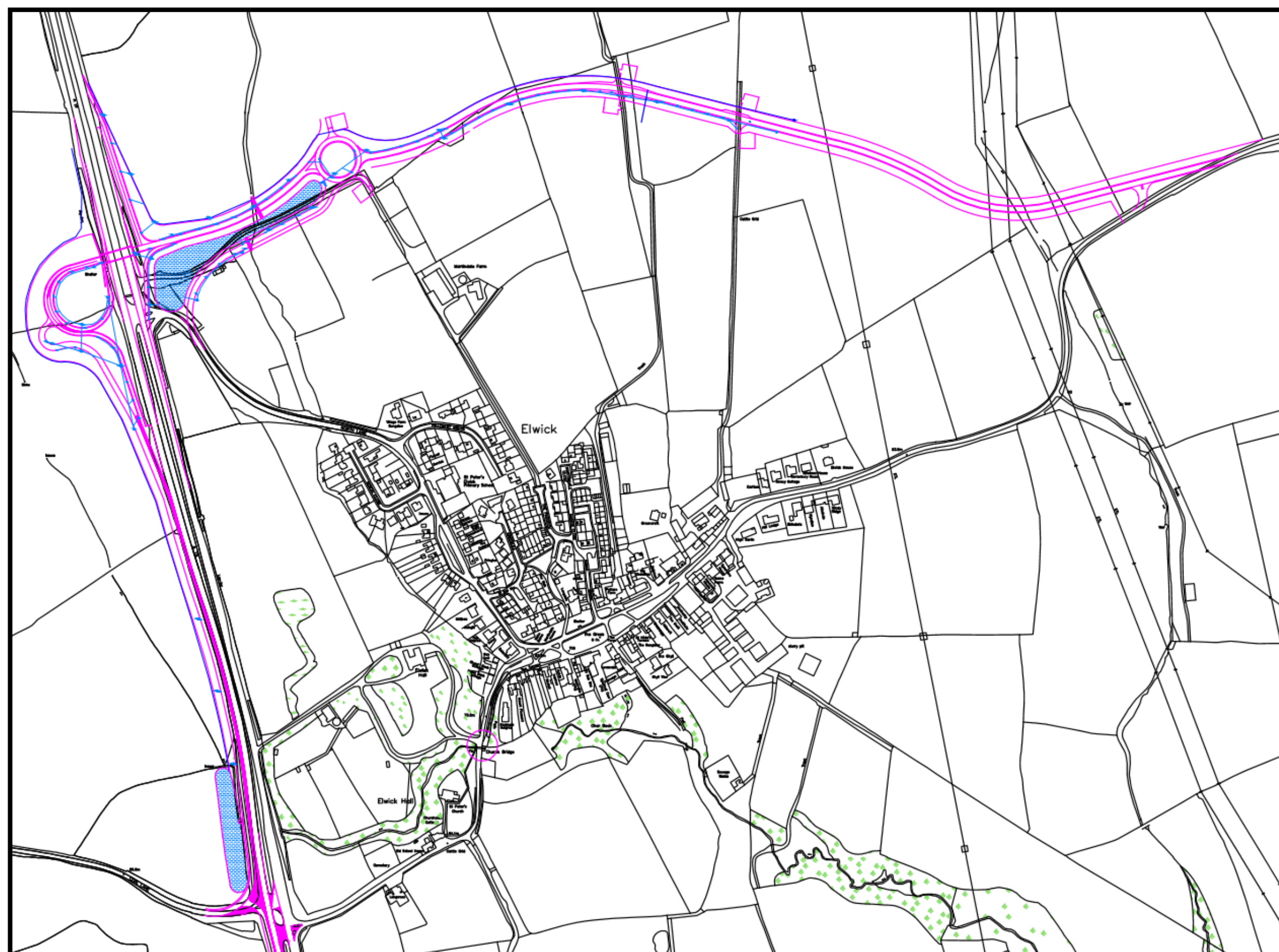
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SCHEME REQUIREMENT

Due to the current reliance on the A689 and A179 these routes have seen noticeable increases in traffic congestion over the past 10-15 years.

This congestion is now beginning to have an impact on the Elwick junctions where capacity issues have been identified and cars are queuing back in the deceleration lane on the A19, therefore increasing the risk of a serious accident occurring.

It is therefore proposed to develop a new bypass to the north of Elwick Village and create a new grade separated junction at the A19 at the northern Elwick access point.



The Council recognises the significant benefits that such major infrastructure works would result in; in effect this would create a third access into Hartlepool from the A19, helping to relieve pressure and congestion on the A689 and A179.

It will also ensure that traffic safety is significantly improved at the Elwick junctions by removing the right-hand turn manoeuvre from the junctions.

The estimated costs of these works are between £14 and £18 million

The project is likely to be classified as a 'Nationally Significant Infrastructure Project' and as such could be determined by the Secretary of State.

ice | award
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PROPOSED SCHEME

This option comprises a new grade separated junction on the A19 northern access and northern bypass of the Village of Elwick.

This option of a bypass will take significant volumes of traffic out of the village making it a safer environment for the residents of Elwick.

A new link from Grade Separated junction to Coal Lane (to the south) would enable cars travelling from the north on the A19 and from Hartlepool in the east still to be able to access Coal Lane. This would remove the current requirement to cross the A19.



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The length of the bypass is approximately 1.5 km, with the link adjacent to the A19 approximately 0.8km.

The proposed route has been aligned so as to minimise the impacts on the farmer's fields and loops round to the northern access on the A19 at Elwick.

From the eastern end, the proposed new junction on Elwick Road will remove significant amounts of traffic movements around "devil's elbow" as this route will then only be used by village traffic once the bypass is in place.

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The preferred option is considered the most appropriate way to deliver a bypass and grade separated junction. From the eastern end, the proposed new junction on Elwick Road will remove significant amounts of traffic movements around “devil’s elbow” as the route will then only be used by village traffic.

This is the preferred junction on the A19 to improve given that it is easier and likely significantly cheaper to provide a link road from the new grade separated junction into the village.

This option of a bypass will take significant volumes of traffic out of the village making it a safer environment for the residents of Elwick.

The timeline below shows the previous works and studies that have been undertaken to date.

The next stages are gaining **funding approval** followed by **detailed design, obtaining planning consent and construction.**

TIMELINE OF WORKS FOR THE WORKS

