THE NEW TEES CROSSING:
Unlocking the Future Prosperity of Tees Valley
Public Consultation Brochure
MARCH 2019
Tees Valley Combined Authority has ambitious plans to grow the local economy. By 2026 we want to create 25,000 new jobs and build 23,000 new homes. For all of this to happen we need a first-class transport system. Transformational improvements to the road network are critical to help us achieve our vision to provide a high-quality, quick, affordable, reliable, integrated and safe transport network for people and freight to move within, to and from Tees Valley.

The existing Tees Viaduct carries the A19 Trunk Road and suffers severe congestion at peak times. This daily congestion is frustrating for motorists and negatively impacts local businesses. To boost access to strategically important sites, and to ease congestion, we need to provide a new strategic road crossing of the River Tees.

Providing a New Tees Crossing is therefore one of our main transport priorities for the region. It is seen as essential to facilitate growth and is supported and endorsed by Transport for the North.

In this brochure we explain our proposed options for a New Tees Crossing. We also provide details of how you can give us your feedback during our public consultation period.

COUNCILLOR STEPHEN HARKER
COMBINED AUTHORITY PORTFOLIO LEAD FOR TRANSPORT
LEADER OF DARLINGTON BOROUGH COUNCIL

FOREWORD

THE STORY SO FAR

We have been developing and refining our plans since work started on the New Tees Crossing scheme in 2015. The timeline below shows the progress so far.

2015/16
A specialist group was established to investigate the potential for a New Tees Crossing. This group included representatives from all five Tees Valley Local Authorities as well as Highways England, and consideration was given to an initial “long list” of 14 options.

2016
Following high-level investigations of all 14 possible solutions, the four best options were selected to undergo further, more detailed engineering feasibility assessments.

2016
The Department for Transport’s Early Assessment and Sifting Tool (EAST) was utilised to see how the four options performed in comparison to one another. This resulted in two options being selected to be taken forward for further detailed consideration, the Tees Viaduct Option and the Newport Bridge Option.

2017
Five public information events were held across Tees Valley as part of a major consultation exercise. The overall reaction to the proposal was positive, with over two thirds of the responses being in favour of a New Tees Crossing.

2017
Following detailed appraisal of the two options, the Newport Bridge option was not considered to be viable due to the increase in congestion it caused around Newport Interchange.

2018
To ensure that the performance of the Tees Viaduct Option provided best value for money, it was important that a new option be selected for it to be compared against. The resulting review of previously discarded solutions and discussions around potential new routes resulted in an alternative, the Tees Viaduct Capacity Enhancement Option, being identified.

2019
Work to date concludes that the Tees Viaduct Capacity Enhancement Option is likely to be the preferred solution.

2019
Eight-week public consultation launched in March 2019 to gain feedback on the two shortlisted options.

Autumn 2019
Preferred route announced.
Assessments undertaken since 2015 have resulted in the initial ‘long list’ of fourteen options being refined and reduced to two, the Tees Viaduct Option and the Tees Viaduct Capacity Enhancement Option. This process of selection has followed the Highways England’s Project Control Framework (PCF) model, which ensures that the options pass through thorough and rigorous assessment.

Detailed environmental and economic investigations of the two options have been undertaken and have shown that the Tees Viaduct Capacity Enhancement Option outperforms the Tees Viaduct Option by some margin in a variety of areas:

- It achieves the overall scheme objectives of reducing peak period congestion on the A19 and A66.
- It provides a better Benefit to Cost Ratio than the Tees Viaduct Option, meaning that it generates more benefits per pound invested, bringing greater value for money.
- It has a smaller environmental impact than the Tees Viaduct Option.
- It has a shorter construction period compared to the Tees Viaduct Option, thereby minimising disruption to the travelling public and any associated negative impact on the Tees Valley economy whilst it is being built.
- It retains direct connectivity for all existing movements, meaning that all vehicles can follow their current routes to reach their destination.

Therefore, although the Tees Viaduct Option is still an alternative, it is our belief that the Tees Viaduct Capacity Enhancement Option will be the likely preferred route announced in Autumn 2019. However, we would like to know what you think.
OPTION 1: THE TEES VIADUCT CAPACITY ENHANCEMENT OPTION

The most favourable solution for a New Tees Crossing is the A19 Tees Viaduct Capacity Enhancement Option which is shown on the plan above and which is expected to cost in the region of £200-250million at today’s prices.

A new two-lane bridge will be built parallel to the existing A19 viaduct to carry traffic travelling northbound from the A66. In addition, the existing structure will be widened to provide an extra lane for southbound traffic.

The existing connections between the A19 and the A66 will be simplified. New links will be provided where necessary to ensure that all existing traffic movements are accommodated.

An additional eastbound lane will be added to the A66 between the Teesside Park Interchange and the viaduct, to smooth the flow of traffic and aid merging and diverging movements. An additional westbound lane will be added to the A66 between the viaduct and Teesside Park Interchange for the same reasons.

The proposed alignment of the Portrack Relief Road is also shown on the plan. This forms part of the New Tees Crossing scheme, and will further improve the operation of the strategic corridor by alleviating congestion at Portrack Interchange.

The existing speed limits of 70mph on the A19 and 50mph on the A66 will be retained.
OPTION 2: THE TEES VIADUCT OPTION

WHAT ARE WE PROPOSING?

The alternative solution is the Tees Viaduct Option, which is shown on the plan above and which is expected to cost in the region of £300 million at today’s prices.

A new four-lane bridge will be built parallel to the existing A19 viaduct to carry traffic heading both northbound and southbound to and from the A66, allowing it to bypass the existing viaduct. The existing connections between the A19 and the A66 will be simplified and new links provided where necessary to ensure that most existing traffic movements are accommodated.

An additional eastbound lane will be added to the A66 between Teesside Park Interchange and the viaduct, to smooth the flow of traffic and aid merging and diverging movements. An additional westbound lane will be added to the A66 between the viaduct and Teesside Park Interchange for the same reasons.

The proposed alignment of the Portrack Relief Road is also shown on the plan. This forms part of the New Tees Crossing scheme, and will further improve the operation of the strategic corridor by alleviating congestion at Portrack Interchange.

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**COMPARISON OF OPTIONS**

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<thead>
<tr>
<th></th>
<th>OPTION 1</th>
<th>OPTION 2</th>
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<tbody>
<tr>
<td><strong>Tees Viaduct Capacity Enhancement Option</strong></td>
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<tr>
<td><strong>Environmental Impacts</strong></td>
<td>See next section</td>
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<tr>
<td><strong>Improvements for Cyclists and Pedestrians</strong></td>
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<tr>
<td><strong>Area of Land Take Required</strong></td>
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<td>Moderate</td>
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<tr>
<td><strong>Cost to Construct</strong></td>
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<td>£££</td>
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<tr>
<td><strong>Time to Construct</strong></td>
<td>3-4 years</td>
<td>4-5 years</td>
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<tr>
<td><strong>Disruption during construction to residents and businesses</strong></td>
<td>Moderate</td>
<td>Significant</td>
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<tr>
<td><strong>Disruption during construction to traffic</strong></td>
<td>Moderate</td>
<td>Moderate</td>
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<tr>
<td><strong>Benefit to Cost Ratio</strong></td>
<td>Benefits in excess of £2 for every £1 spent</td>
<td>Benefits in the region of £1.50 for every £1 spent</td>
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Our current preference is for the Tees Viaduct Capacity Enhancement Option because it offers the best combination of benefits when compared to the overall costs. However, we would like to know what you think.

**BENEFITS OF A NEW TEES CROSSING**

- Improve the reliability of people’s journeys on both the A19 and A66, as the traffic is expected to be largely free flowing at all times of the day.
- Improve the journey times for local people – most drivers are expected to save more than two minutes on their journey time during peak periods.
- Make journeys safer by improving the standard and capacity of the road and reducing the need for drivers to change lanes.
- Lessen the A19/A66 bottleneck, thereby improving the resilience of Tees Valley’s road network and reducing the cost to the regional and national economy due to congestion and delays.
- Improve the resilience of the network and, therefore, reduce the negative impact of events such as roadworks and road traffic accidents.
- Deliver connectivity enhancements for freight movements.
- Support the economic growth objectives of the Northern Powerhouse and the Tees Valley City Region.
- Improve access to the Enterprise Zone sites, the South Tees Development Corporation and expanding port facilities along the River Tees.
- Unlock development potential in the region through the provision of additional road capacity and improved journey time reliability.
- Make Tees Valley more attractive to inward investors and visitors.
- Help realise the full benefit of the A19 Norton to Wynyard improvement scheme, which is due for completion by 2022.

**HOW THE SCHEME WILL AFFECT OUR COMMUNITY**

As we develop our proposals, we will assess the impact the scheme will have on people, local businesses and neighbouring communities.

Within 500 metres of the proposed scheme there are a large number of industrial and retail businesses, together with five educational facilities, four community and leisure facilities, three care homes, an Army Reserve Centre and a prison.

An assessment of people and communities will be carried out to understand the potential impacts the scheme could have on the existing communities and community assets.

Once operational, the new crossing is expected to have a beneficial effect on communities and businesses in the area through an enhanced transport network which serves local commuters, service users and residents.

We will continue to consult with our neighbours and seek to minimise disruption during construction.

**WALKING AND CYCLING**

Walking and cycling is not permitted on the existing viaduct and the same rules will apply to the new crossing. However, the proposals will affect those who use routes close to the scheme, including the Public Right of Way network and National Cycle Network Route 1 adjacent to the River Tees and around the Portrack Marshes Nature Reserve.

The potential effects on pedestrians, cyclists and equestrians will be fully considered as we develop our proposals and we will seek to improve the provision made for all non-motorised vehicle user groups. Similarly, during construction we will seek to minimise disruption to non-motorised vehicle users and ensure appropriate diversionary routes are in place if required.

**CONSTRUCTION**

A Buildability Report has been produced which estimates that, depending on the option chosen, construction of the scheme will take between three to five years; this estimate will be refined further as the scheme develops.

Construction of the New Tees Crossing will predominantly be carried out offline but there will need to be temporary closure of some of the existing slip roads while the new structure is joined onto the existing road network. Reduced speed limits through the area of works on the existing carriageway are also likely to be required for road worker safety. It is envisaged that two lanes of traffic in both directions on the A19 and A66 will be maintained at peak times during construction.

All construction phases and associated traffic management will be agreed with the relevant Highway Authorities.

Traffic management arrangements will be communicated to the public throughout the duration of the project.
ENVIRONMENTAL CONSIDERATIONS

We are committed to minimising any negative effects the scheme may have on the environment and communities. Where such effects are identified, we will take measures to avoid, reduce or rectify the impacts of the scheme.

As the scheme develops we will consult with a wide range of stakeholders including all of the relevant Planning Authorities, Natural England and the Environment Agency. We will undertake an Environmental Assessment which will enable us to understand the potential effects of our proposals. The preliminary findings by our environmental team include:

THE IMPACT ON OUR AIR QUALITY:
Our team is looking at the potential effect of the scheme on local and regional air quality during the operation of the road. Monitoring locations close to the existing viaduct indicate that the level of concentrations is below the national annual mean air quality objectives.

Whilst the volume of traffic using the A19 is forecast to increase in future years, the proposed scheme will reduce congestion levels and, therefore, the level of emissions. The predicted pollutant levels will still be below those set in national air quality objectives.

POTENTIAL CARBON FOOTPRINT:
Alongside air quality, we will assess the carbon footprint of the scheme and consider the potential impact of climate change on the design, construction and operation of the new crossing.

THE EFFECT OF THE SCHEME ON LOCAL NOISE LEVELS:
The scheme will run through the same geographical area as the existing viaduct, so there is already traffic related noise in the proximity. During daytime construction there will be noise effects on communities closest to the scheme. However, a Construction Environment Management Plan (CEMP) will be developed to mitigate effects identified after best practicable means are employed.

HOW IT COULD AFFECT OUR NATURAL HABITATS:
We will assess the potential effects of the scheme on designated sites and protected habitats and species. We know there are ecological features nearby that may be affected by the proposals, including the Teesmouth and Cleveland Coast Special Protection Area. There are also the habitats within the watercourses and nearby marshes. To date, ecological surveys have been undertaken, and further surveys will be carried out in the coming months. These surveys will allow us to confirm the presence and type of plant and animal species.

THE NEW CROSSING WITHIN THE LANDSCAPE:
A key challenge will be making sure that the new crossing fits within the landscape. The existing viaduct is a prominent feature in Tees Valley, and the scheme will be visible from many locations within the urban area. The greatest visual impact will be along the river corridor, with those living on Stockton Road and using the open space along the River Tees, at Maze Park and Portrack Marshes Nature Reserve most affected.

We will fully assess the potential effects of the new crossing on the character of the local landscape and on important viewpoints.

THE IMPACT ON OUR CULTURAL HERITAGE:
Our initial design work has avoided areas of known archaeological assets, and the new crossing is not expected to impact upon historic buildings. Additionally, the effect on archaeological remains, historic buildings and other aspects of the historic landscape will be assessed in detail as the design evolves.

THE EFFECT ON ROAD DRAINAGE AND OUR WATER ENVIRONMENT:
We need to consider how we will deal with water on the road when it rains.

The water from the existing viaduct discharges into nearby watercourses such as Lustrum Beck and Billingham Beck. There are potential impacts to the water environment during construction and when operational. During construction, a Construction Environmental Management Plan (CEMP) will be implemented to minimise the impact on the water environment. Once open to traffic, the drainage network will be designed to ensure that surface run-off does not adversely affect the local watercourses or contribute to additional flooding.

We need to balance the need to build the new crossing against its potential impact on the environment. Environmental issues are very important to us, and environmental specialists are working with the design team to assess the effect that both options will have on the environment.
HOW TO FIND OUT MORE

We would encourage you to come along to one of our consultation events to discuss the proposals in more detail with the project team.

EVENTS

- **Saturday 16th March**
  CASTLEGATE CENTRE, STOCKTON
  (at the side of B&M)
  10am - 2pm

- **Tuesday 19th March**
  REDCAR HEART LEISURE CENTRE, REDCAR
  2pm - 6pm

- **Thursday 21st March**
  MIDDLETON GRANGE SHOPPING CENTRE, HARTLEPOOL
  (at the side of B&M)
  10am - 2pm

- **Saturday 23rd March**
  HILL STREET SHOPPING CENTRE, MIDDLESBROUGH
  (Oberhausen Mall – next to Superdrug)
  10am - 2pm

To explain our proposals we have created a Virtual Consultation space, available to view online along with all the consultation documents at [www.teesvalley-ca.gov.uk/newteescrossing](http://www.teesvalley-ca.gov.uk/newteescrossing)

Copies of the documents will be available in municipal buildings across Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton-on-Tees throughout the consultation period and the full consultation materials will be on display at Stockton Central Library from 26th March until 17th May 2019.

WE WANT TO HEAR YOUR VIEWS

This is your opportunity to give your views on our proposals. There are various ways that you can respond to the consultation:

- **In person**: details of our consultation events are provided above.

- **Online**: a questionnaire is available online at [www.teesvalley-ca.gov.uk/newteescrossing](http://www.teesvalley-ca.gov.uk/newteescrossing)

- **By post**: you can return your questionnaire, and any other feedback, to Tees Valley Combined Authority, Cavendish House, Teesdale Business Park, Stockton-on-Tees TS17 6QY or by using the FREEPOST envelope.

- **Email**: you can email your feedback to the project team at consultation@teesvalley-ca.gov.uk. Please put ‘New Tees Crossing’ as your subject title.

Please ensure your feedback reaches us by Friday 17th May 2019.

WHAT HAPPENS NEXT

Your views are important to us. Following the public consultation events we will analyse the feedback received and use it to review the design of the scheme and ensure that all potential impacts on the community and the environment have been fully investigated. The current preference is for the Tees Viaduct Capacity Enhancement Option. Your comments will be fully considered before any firm decisions are taken.

We are targeting a Preferred Route Announcement in Autumn 2019. As the scheme will be a nationally significant infrastructure project, it will be subject to the Development Consent Order regime involving a planning submission to the Planning Inspectorate.

An indicative programme is shown opposite.

* Subject to confirmation of funding