

## It's the Jarrow option

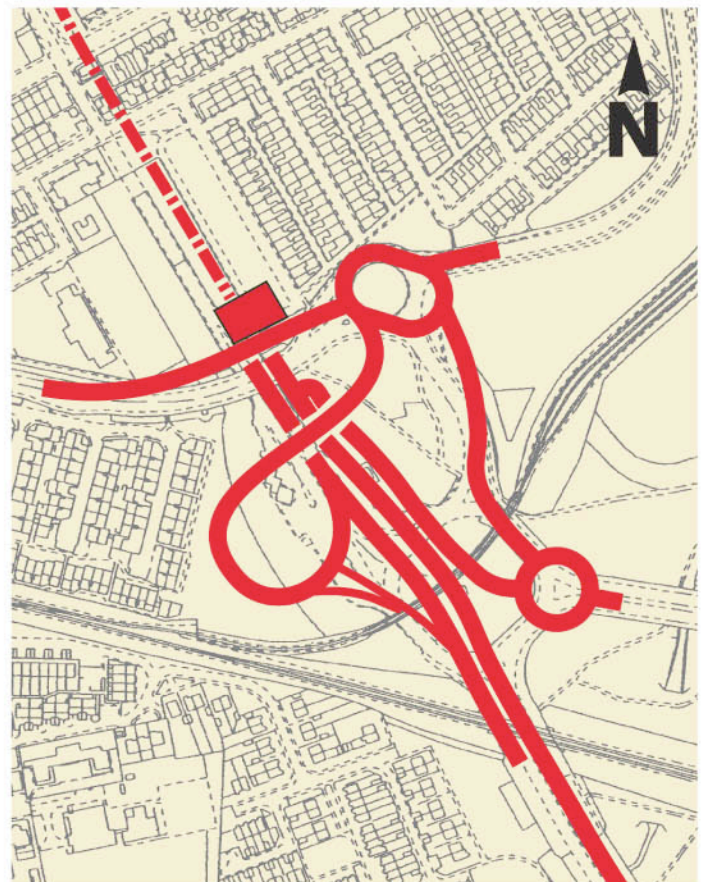
The new junction needed when the New Tyne Crossing opens will be located at Jarrow, just south of the existing interchange.

Tyne and Wear Passenger Transport Authority (PTA) prefers the Jarrow option to the Simonside option on the grounds that it has less impact on the environment and on local communities, and will be more efficient for transport users.

Jarrow councillor and PTA deputy vice chair, Cllr Tom Hanson, said the new £8m junction is a vital part of the New Tyne Crossing scheme.

## Jarrow and Simonside options compared...

- The Jarrow junction will save 7,000 vehicle kilometres per day (based on 2021 projections) leading to lower fuel costs, fewer accidents and 400 tonnes less of carbon dioxide emissions per year.
- The Jarrow junction will require the construction of an over-bridge over the A19 and retaining walls near Epinay Walk. Simonside would have required an under-bridge to carry vehicles under the Metro line and an over-bridge to link to the A19.
- While the Jarrow Junction will lead to a loss of open space to the east of Epinay Walk, where a children's



play space will be affected, Simonside would also lead to a loss of open space between the A19 and Jarrow Cemetery and footpaths would have had to be severed during construction.

- The Jarrow Junction will not affect vegetation and wildlife in the River Don corridor. The Simonside option would have led to loss of woodland and could have affected a protected water vole habitat.
- Jarrow Junction will cost £8m to construct. Simonside would have cost £12.5m.