SUMMARY OF RESPONSES FROM BUSINESSES TO OUR SURVEY

(152 businesses as at 5 .12.12)

Q1. WHICH OF THE FOLLOWING ARE THE MAIN BARRIERS TO GROWTH FOR BUSINESS IN THE NORTH EAST & SCOTTISH REGIONS? *(multiple answers given)*

Physical Location 31%

Lack of Rail Services 23%

Lack of dualled A1 91%

Local Politicians 19%

Planners 23%

Developers 11%

Central Government 48%

Q2. WOULD A DUALLED A1 WOULD IMPROVE TRADING OPPORTUNITIES ?

Yes 79%

No 10%

Don’t Know 10%

Below are a few of the comments received by the Campaign from regional businesses.

*MacLean Electrical Ltd, Newcastle*

*An improved, dualled A1 would substantially reduce driving time between our depot & Scotland, meaning drivers with Tachographs would be able to do more deliveries within their alloted hours, reducing the necessity for overnight stays, & significantly reducing delivery costs. This would enable to be more competitive, & win more business in Scotland & the far North of England*

*GTT Ltd, Edinburgh*

*At present it's faster sending goods and people via the M6/M74/M8 from the North East to Edinburgh, even though it's twice the distance. This is madness. Dualling the A1 would significantly improve business trading opportunities.*

*IT Logistics Ltd, Newcastle*

*The logistic time between Morpeth & Dunbar especially during the summer months is a huge barrier to any company either wishing to base it's operation in the area or transport goods through the area. Most turn left at Scotch Corner & use the A66/M6.*

*North East Ambulance Service Employee, Northumberland*

*I am a paramedic and it is getting increasingly difficult to get time critical patients to our closest hospital 60 miles away. Dualling the A1 would at least cut this time considerably and make it safer for all concerned.*

*Allery Tutors, Morpeth*

*I run a private tuition business that covers the South Northumberlnd, Tyne and Wear and County Durham. I regularly get offers for our services for places like Alnwick and beyond however because of the non dualled road it is a reason not to take on tutiion as it would mean more time spent on the road rather than working. Most of the business I take is in the southern area of the county where the road network is better.*

*From St Aidans Winery, Lindisfarne(5 miles South of Berwick-upon-Tweed, on Holy Island)*

*We are a proud to be a British wine and spirit manufacturer and retailer and we are based in the heart of this road belt. However, the costs of logistics to our wholesale customers are a real problem and this is having an negative effect in our potential increase of business. This too has a major effect on our on-line sales as the carriers that we both use and have contacted are high to say the least.*

Most of the carriers go down the West of England as the roads there are "much better" than the A1.

*The disadvantages to the carriers using the A1 to service customers and businesses like ourselves to name just a few will be:-*

*1. Constant road tail backs.*

*2. Increase fuel costs due to stopping and starting and the changing of gears constantly to accomodate the A1 traffic flow.*

*3. Longer times to deliver due to slower movement of all traffic.*

*4. Non guaranteed times of delivery due to slow moving traffic, tailbacks, accidents etc.*

*5. Not being able to assess a "real time" delivery for their customers as each day they do not know what the road will be like.*

*6.No way of overtaking any slow moving vehicles or farm traffic.*

*7. No dual carriageway to move into only single carriage way on each side.*

*8. When pulling off the road to deliver, getting back onto the A1 can take time (don't I know that.)*

*9. No outer lane for anyone to move into to allow new traffic to join the road. This increases stress.*

*10. Non reliability due to travelling on the A1 could loose them business as today businesses need to have reliable deliveries as this is what their customers now expect and have in other parts of the UK.*

*11. Time is money.*

*12. Reliability is essential to keeping customers.*

*13. Easy to loose customers due to elements (the A1) which are outwith their control.*

*14. A total disadvantage of have a bad road infractructure that they are unable to change.*

*15. The disadvantage of charging this extra cost to their customers which looses them the same playing field of business that other companies do not have when using or servicing businesses on the West.*

*Figaro Marketing Solutions, Shotley Bridge, County Durham*

*It would help me access new markets in Scotland and encourage potential clients to use services further south.*

*Lexica Communications Ltd, Newcastle*

*The current road infrastructure is just poor. I'm from Germany and have lived here for 20 years and cannot understand why a key road between England & Scotland is in a single lane. They've upgraded the infrastructure in East Germany completely, which has transformed the economy there and it's seen as one of the key factors. Taking the train is definitely faster, however, sometimes in peak traffic times - eg evenings - there's 1 1/2 hrs in between trains betweeen Edinburgh and Newcastle. The last train back on a Saturday is 7pm, other days of the week 9pm. Which only leaves the snail trail on the A1. Quaint, but is that what it's meant to be?*

*RMP Acoustics, Edinburgh*

*The long journey times significantly affect our ability to serve the north east of England market.*

*Ten 47 Ltd, Fife*

*It would improve access between the East of England and the East of Scotland. At present I avoid travelling down the East because of the quality of the road. This means that our trading with that part of the economy is more limited both in sales and purchasing. You focus more on areas you can get to safely and quickly.*

*Gill & Robinson Ltd, Newcastle*

*It would speed up our delivery service and would also make it cheaper.*

*Bay Plastics Ltd, Newcastle*

*It will make it possible to deliver our products and services to the Scottish market much more efficiently and economically thus creating the opprtunity for growth and job creation.*

*CCI International Ltd, Corby*

*We are a UK based manufacturer and have taken an active decision not to distribute north of Newcastle due to the extra time (and therefore cost) involved in distributing our products into Scotland due to the limited available road network.*

*CTB Associates, Scotland*

*1. I avoid contacting potential clients more than 90 minutes' drive away. For me (based in TD4) that cuts off a lot of North Northumberland -- a dualled A1 would open up the whole county from the Scottish border to Newcastle. Obviously, the converse is true too.*

*2. My chargeout rate is £50 per hour. A time-saving of 30 minutes in each direction adds up to a lot of cash over the year.*

*NECS (UK) Ltd, Newcastle*

*As a business based in Cramlington we are ideally placed to expand our business into North Northumberland and the Borders. However the poor road network and longer trips this involves as a result have instead pushed us south for expansion plans and we now operate in South Northumberland, North East Yorkshire and as far as the North West rather than utilise the A1 to expand North. Should the A1 be imporved we would very quickly address our expnasion plans.*

Q3. HOW OFTEN DOES YOUR BUSINESS NEED TO USE THE A1?

Every day 36%

More than 3 times per week 13%

2-3 Times per week 11%

Once a week 18%

1-2 times a month 10%

Once a month 4%

Less than once a month 2%

A few times a year 7%

Q4. WOULD YOUR BUSINESS USE THE A1 NORTH OF MORPETH MORE OFTEN IF IT WERE DUALLED?

Yes 73%

No 13%

Don’t Know 14%

Q5. WHAT IMPACT DOES THE PRESENT STATE OF THE A1 NORTH OF MORPETH HAVE ON YOUR BUSINESS?

No impact 10%

A little impact 15%

Some impact 40%

Great impact 30%

Don’t know 5%

Below are comments given on real time impacts businesses suffer from lack of dualled road:

*Possible move north of the border as also flight infrastructure out of Scotland to Europe significantly better than from the North East.*

*Delays = problems with product deadlines and costs. As well as the sheer frustration of such a huge amount of wasted time (hence the decision to pull of out most of the work North of the border).*

*Due to congestion on the A1 we usually detour across the A69 to avoid delays, which is a longer more time consuming journey than it would be if the A1 were dualled.*

*Extended journey times makes it difficult for staff to complete a full days work including travel. This limits the Newcastle area as a viable trading area for an Edinburgh based building surveying firm.*

*We simply avoid using it preferring to take the M6/M78 wherever possible even if it is longer because it is quicker and safer. This means that much of the East of England is not as well covered sales or purchasing wise as it otherwise would be.*

*We do not use the present road as it is not fit for the 21st century. Sending goods and people the long way to Edinburgh and the rest of Scotland from the North East is inefficient and environmentally unsound, yet is safer and faster. This does not make business sense, or environmental sense.*

*Drivers delayed in slow moving convoys.*

*Staff tied up waiting for hauliers delayed on the road to arrive to load or unload goods, planning internal staffing logistics because timings are so variable depending on traffic flow.*

*Too much time spent on the road travelling between client's homes. More in fuel costs and less time dedicated to educating the young people of Northumberland.*

*It is a deterrent from attending meetings and opportunities must be weighed very carefully. It is extremely difficult to know how long a journey will take in the summer and this impacts many aspects of our work.*

*It currently takes three and a half to five hours to get to the industrial heartland of Scotland. If the A1 was dualled all of the way this time would be cut substantially creating the opportunity for deliveries to be made without drivers running out of hours.*

*Slow traffic impacts on HGV driving times, leading to unecessary overnight stops.*

*Difficult to commute to Newcastle from North Northumberland at present due to the low capacity of the existing roads.*

*The lack of a fast arterial route through the county effectively restricts my access to a large target market.*

*Less people come to the North East from the South they tend to head to lake district where there is a good motorway through the west of the country.*

*Visitors avoid the A1 and I believe the number of heads on beds would increase by at least 10% if the road was dualled.*

Q7. ARE YOU IN FAVOUR OF DUALLING THE A1 FROM MORPETH TO THE SCOTTISH BORDER?

Yes 94%

No 4%

Don’t Know 2%