

NORTH YORKSHIRE  
LOCAL ACCESS FORUM

18 May 2006

Draft Scheme Orders A1 M  
Dishforth to Barton

1.0 PURPOSE OF REPORT

- 1.1 To provide the Local Access Forum with information relating to the affect of the above scheme.

2.0 BACKGROUND

- 2.1 The Highways Agency Consulted the County Council on the 30 March 2006 regarding the Dishforth to Barton section of the A1. The County Council has until the 9<sup>th</sup> June to make comments regarding the order plans.
- 2.2 NYCC has been in discussion with the Highways Agency for a number of years regarding the proposal to upgrade this section of Trunk road to motorway. The Rights of way and Access Group has had numerous meetings to discuss the affect on public rights of way.
- 2.3 In general terms NYCC supports the proposal to upgrade the route from Trunk Road to Motorway. The proposals do affect a number of public rights of way which are detailed below.

3.0 Comments

- 3.1 The proposals include the provision of a verge on the local access road for use by equestrians. Whilst this proposal is welcomed there may be an issue regarding the width of these verges and the proximity of speeding traffic, in particular heavy goods vehicles which needs to be addressed.
- 3.2 In 2005 the HA stated a non-motorised user safety audit would need to be carried out. As yet I am not aware that this survey has been undertaken. Without this survey it is very difficult to comment on some of the proposals, in particular where equestrians will be required to cross busy roads close to junctions.
- 3.3 I would like to take the opportunity to thank the HA for the effort they have put into connecting the existing routes together. Currently there are a number of routes which end at the A1, where there is either no continuation on the other side of the current dual carriage way or users

do not cross as users consider crossing the busy dual carriage too much of a risk. If these proposals go ahead there will be a number of new routes running in a North South direction but no new routes running East West, (Over the Motorway). There is a particular issue at Catterick where equestrians currently cross the A1 at Manor House Bridge; the proposal is to site the motorway on the northern side of the current bridge. This will require equestrians to travel 900 metres between the motorway and the local distributor road to a roundabout cross the roundabout, the motorway (using a road bridge 200 metres) negotiate another roundabout before travelling a further 380 metres to link back up with the bridleway network. I have real concerns regarding the public's ability and willingness to use such a route, as none of the crossings will be controlled.

#### 3.4 General Comments

- 3.5 There is a proposal to link Baldersby Bridleway 15.8/11 with a newly created bridleway running alongside the motorway (Site plan 3). This continues on to (site plan 4) as a footpath. NYCC recommends that schedule 4 is amended to read bridleway.
- 3.6 There is a proposal to create a footpath from Pickhill with Roxby 10.116/4 along a new private access road to end at Ramshaw farm. NYCC recommends the schedule is amended to remove this as footpath as this is clearly a mistake.
- 3.7 Currently at Theakston there is a bridleway which does not connect with the highway network, Theakston bridleway 10.145/17. NYCC needs to work with the HA to secure dedication of the current private access as bridleway and stopping up of the last 200 metres of the existing bridleway.
- 3.8 The current proposals at Londonderry will render Exelby and Newton footpath 10.47/7 a dead end. NYCC recommends the HA create a footpath link to the over bridge.
- 3.9 At Beadle Beck there is a proposal to create a new bridleway to link Aiskew bridleway 10.4/5 with Exleby and Newton bridleway 10.47/4. The current proposal leave a gap of approximately 100 metres between the end of the new route and Exeleby and Newton Bridleway 10.47/4. NYCC recommends the HA extend the new bridleway to link up with the existing network.
- 3.10 There is a proposal to create a new bridleway linking Ainderby Redmires with Holtby bridleway 10.4/3 with the over bridge at St Annes Cross. Schedule 14 has it as a bridleway but it then becomes a footpath on schedule 15. NYCC recommends the entire route between bridleway 10.4/3 and the over bridge at St Annes cross is created as bridleway.

- 3.11 There is a proposal to create a new bridleway linking Leases Lane with Appleton East and West bridleway 10.61/3. However there is no proposal to link this bridleway south via High Goskins Wood to Lords Lane. NYCC recommends that the HA work with NYCC to create this important link.
- 3.12 There is no current proposal to provide a bridge over the motorway at Manor House Bridge. The current proposal outlined in 3.3 is less than adequate for equestrian users. NYCC recommends that the HA consider a bridge at this location to protect equestrian users and encourage other vulnerable road users to use this route.
- 3.13 Site plan 20 currently does not show Brompton on Swale footpath 20.9/15 south west of Mount Pleasant farm. The route is currently a dead end. NYCC recommends that the HA work with NYCC to create a route linking this dead end path along the edge of the motorway to Brompton on Swale footpath 20.9/17
- 3.14 Currently there is no proposal to locate a bridge at Scurragh House, without this it will be impossible for the substantial horse populations to cross the motorway and link into the existing bridleway and quiet lane network. NYCC recommends the HA consider locating a bridge suitable for equestrians at this point.
- 3.15 The existing bridleway bridge at Kneeton Hall is to remain and the HA are to create a new access into the quarry from the existing public highway. NYCC recommends this new access is dedicated as a bridleway and that the HA and NYCC work with the owner of the quarry to make sense of the network around this area.

#### 4.0 RECOMMENDATION

It is recommended that:

- a) This report is received for information and comments made as required

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