

NORTH YORKSHIRE
LOCAL ACCESS FORUM

17 August 2006

A1 (M) Dishforth to Barton Update

1.0 Purpose of Report

- 1.1 To brief members on current position regarding the proposal to upgrade the current A1 to Motorway between Dishforth and Barton.

2.0 Background

- 2.1 At the last meeting of the Local Access Forum, members agreed to form a sub group to discuss the Draft Side Roads order. A letter was sent to the Highways Agency (See Appendix 1)
- 2.2 The Highways Agency has since written to all those who commented on the Draft Orders, outlining the next steps.

3.0 Proposals

- 3.1 The Secretary of State for Transport has decided to hold a Public Local Inquiry to consider objections to the draft orders. The Public Inquiry will be preceded by a Pre-Inquiry to be held at The Scotch Corner Hotel starting at 10.00am on the 5th September 2006. The Public Inquiry will start on the 17th October at 10.00am. Both will be presided over by Mr C J Tipping (MA CANTAB), an independent inspector appointed by the Lord Chancellor to conduct the Inquiry.
- 3.2 The purpose of the Inquiry is to inform the Secretary of State of the weight and nature of objections to the proposals contained in the Orders.
- 3.3 The Highways (Inquiries Procedure) Rules 1994 give certain classes of objectors – broadly statutory bodies and individuals who are closely affected by the proposals - a right to appear at the Inquiry.
- 3.4 The Booklet 'Public Inquiries into Road Proposals will be distributed at the meeting.

4.0 Consideration by the Local Access Forum

- 4.1 The Highways Agency has issued its outline statement of case, which at the time of writing had not been received by the Rights of Way and Access Manager, it is hoped a copy will be available at the meeting.
- 4.2 The Local Access Forum receives regular updates and has been heavily involved in directing the work of the Rights of Way Improvement Plan.
- 4.3 Those objecting to the proposals will need to submit their Outline Statement of Case no later than the 18th August 2006 or their Full

Statement of Case by 25th August 2006 for their comments to be taken into consideration at the Pre-Inquiry meeting on the 5th September 2006.

4.4 Alternatively a full statement of Case must be submitted to the Agency by the 23rd September 2006, to allow time for the Inspector to consider the case prior to the Public Inquiry.

5.0 Recommendation

5.1 It is recommended that the Local Access Forum considers:

(a) whether its initial comments are sufficient;

(b) whether it wishes to submit a more detailed Statement to the Agency; and

(c) if any members of the Local Access Forum should attend the Public Inquiry to present evidence.

Contact Officer

Iain Burgess

Rights of Way and Access Manager

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NORTH YORKSHIRE LOCAL ACCESS FORUM

9 June, 2006

Dear Sir

DRAFT SCHEME ORDERS A1 M DISHFORTH TO BARTON

The matter of the Draft Scheme Orders A1M Dishforth to Barton was discussed by the Local Access Forum at their meeting on 18th May 2006. As a result of this discussion a small sub group was formed to formulate a response to the above Orders.

As you are no doubt aware the Local Access Forum is a statutory body formed by but independent of North Yorkshire County Council, to advise the authority on public access related issues.

Contained in this letter are the main objections the Local Access Forum (LAF) wishes to raise with the Highways Agency.

- 1 Inadequate provision of crossings for non motorised users, in particular the lack of specific crossings at Scurragh, Baldersby and Manor House bridge. The County Council is currently developing a Rights of Way Improvement Plan, which has already identified the A1 in its current incarnation as a major inhibitor to use. This upgrading should provide the perfect opportunity to work with the North Yorkshire County Council to provide a network the public will be able to make better use of.
- 2 There has been an adequate attempt to join up routes which currently end at the A1, the LAF wishes to thank the Highways Agency for their effort. However without the means to cross the new motorway and link into the wider highway network the benefit to non-motorised users is greatly reduced.

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- 3 The proposal to create two horse friendly verges of 3.0 metres wide and 2.5 metres wide adjacent to the link road is to be welcomed. The LAF is concerned that the current verge widths are not of an adequate width to allow the safe passage of equestrians and asks that these verge widths are increased to a minimum of 4 metres. The LAF is also concerned at the extra length non-motorised users will be expected to complete to cross the motorway. The lack of a crossing point at the current Manor House bridge is a perfect example; non motorised users will be expected to travel between the motorway and the link road for a distance of at least 900 metres cross two roundabouts and a bridge, 200 metres before travelling a further 380 metres back to the rights of way network.
- 4 The LAF is very concerned at the lack of signalised crossing points in particular where non motorised users are expected to negotiate roundabouts.
- 5 The Highways Agency must ensure that where equestrians are expected to use a road bridge over the motorway the parapets should be at least 1.8 metres high and the bottom 0.6 metres is in-filled.
- 6 The Local Access Forum asks that the Highways Agency works closely with North Yorkshires County Council's Rights of Way Section to secure the following improvements :-
 - i. 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. The LAF recommends that schedule 4 is amended to read bridleway.
 - ii. 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. The LAF recommends the schedule is amended to remove this as footpath as this is clearly a mistake.
 - iii. 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.
 - iv. The current proposals at Londonderry will render Exelby and Newton footpath 10.47/7 a dead end. The LAF recommends the HA create a footpath link to the over bridge.
 - v. At Beadle Beck there is a proposal to create a new bridleway to link Aiskew bridleway 10.4/5 with Exelby and Newton bridleway 10.47/4. The current proposal leaves a gap of approximately 100 metres between the end of the new route and Exelby and Newton Bridleway 10.47/4. The LAF recommends the HA extend the new bridleway to link up with the existing network.
 - vi. 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. The LAF recommends the entire route between bridleway 10.4/3 and the over bridge at St Annes Cross is created as bridleway.

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- vii. 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. The LAF recommends that the HA work with NYCC to create this important link for non-motorised users.
- viii. 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. The LAF recommends that the HA consider a bridge at this location to protect non-motorised users and encourage other vulnerable road users to use this route.
- ix. 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
- x. 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.
- xi. 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.
- xii. The LAF are concerned that the coral design shown at Scotch Corner is not a standard design. Will the HA ensure the corals are designed to the current agreed standard as set out in Department of Transport Advisory Leaflet 3/03 Equestrian crossings.

Yours Faithfully

Secretary
North Yorkshire Local Access Forum

Copy to:

Chairman of the NY LAF – Ted Flexman
Vice-Chairman of the NY LAF – Tony Turner
LAF Member Judith Ratcliffe
Business and Environmental Services – John Edwards and Iain Burgess