

NORTH YORKSHIRE LOCAL ACCESS FORUM

WEDNESDAY 24th OCTOBER 2012

REVIEW OF EXISTING NON-MOTORISED USER FACILITIES MEETING OR CROSSING THE A1 BETWEEN LEEMING AND BARTON

1.0 PURPOSE OF REPORT

1.1 This paper seeks the views of the Local Access Forum (LAF) regarding the current arrangement of existing public rights of way (PROWs) and other facilities used by non-motorised users (NMUs – comprising pedestrians, cyclists and equestrians) that meet or cross the A1 between Leeming Bar and Barton interchanges.

2.0 BACKGROUND

- 2.1 A-one+ acts as the Highways Agency's contractor responsible for maintaining and improving the strategic road network, including the length of the A1 between Dishforth and the Scottish border. Following the Government's cancellation of the motorway upgrade scheme between Leeming Bar and Barton interchanges, A-one+ was commissioned to develop a number of improvements for this length of the A1. One of these involves a review of existing NMU facilities with a view to recommending appropriate improvements.
- 2.2 A-one+ has completed a detailed audit of existing NMU facilities along this section; however, before significant progress is made in developing an improvement strategy, it seeks to obtain initial views from the LAF relating to current provision.
- 2.3 Input from the LAF is being sought at this early stage in scheme development in order to determine the aspirations of key stakeholders in relation to existing routes and facilities before proposals are evaluated by the Highways Agency, alongside other schemes, to determine their suitability for funding. Funding for ultimate implementation of a recommended package of measures cannot therefore be guaranteed at this time.
- 2.4 To assist in initial discussions, outline options for improvement have been considered, based upon a range of available supporting evidence. It should be stressed that these options only represent a starting point for further discussions and may be subject to significant revision, depending upon the receipt of comments from the LAF and other stakeholders.

3.0 ASSESSMENT

- 3.1 A total of 16 locations have been assessed where PROWs or other NMU facilities meet or cross the A1. These are shown on the map (Figure 1) appended to this paper.
- 3.2 In assessing each location to determine possible improvements, the following issues have been considered:
- Usage of each route – including evidence from on-site observations and NMU surveys conducted by the Highways Agency;
 - Connectivity – including linkage to surrounding communities and the wider PROW network;
 - Safety – ensuring facilities are appropriate for the types of user, minimising the risk of collisions with motorised vehicles and assessing any previous accident record; and
 - Changing requirements – where a route serving a particular function may no longer be required or where desire lines in the local area have changed or may be expected to increase in the future above current levels.

4.0 OUTLINE PROPOSALS

- 4.1 Full details of the assessment and outline measures identified for consideration are set out in summary sheets for each site, also appended to this paper.
- 4.2 In summary, it is suggested that improvements for NMUs are considered at the following five locations:
- Catterick South interchange;
 - Manor House Farm accommodation bridge;
 - Fort Bridge (A6136 Catterick Road);
 - Scotch Corner interchange; and
 - Kneeton Hall.
- 4.3 Facilities at a further four interfaces with the A1 are deemed appropriate in their current state, with no changes proposed:
- Coast-to-Coast footpath (River Swale southern bank);
 - Brompton-on-Swale (River Swale northern bank);
 - B6272 Bridge Road, Brompton-on-Swale; and
 - B6271 Station Road, Brompton-on-Swale.

4.4 However, limited accessibility opportunities exist for NMUs at the following locations and, given very low levels of current usage, it is suggested that it may be most appropriate for these to be formally 'stopped up' in order to discourage NMU access directly onto the A1 where no onward facilities are provided. These locations include:

- Low Leases;
- Crank Lane;
- Low Street;
- Gatherley;
- Woodside;
- Oak Grange Farm; and
- High Brough.

5.0 RECOMMENDATION

5.1 Members of the LAF are asked to:

- Review the information provided for each location; and
- Provide an indication of their aspirations relating to each facility that can be assessed during the development of an NMU strategy for this section of the A1, before being recommended to the Highways Agency for potential future funding.

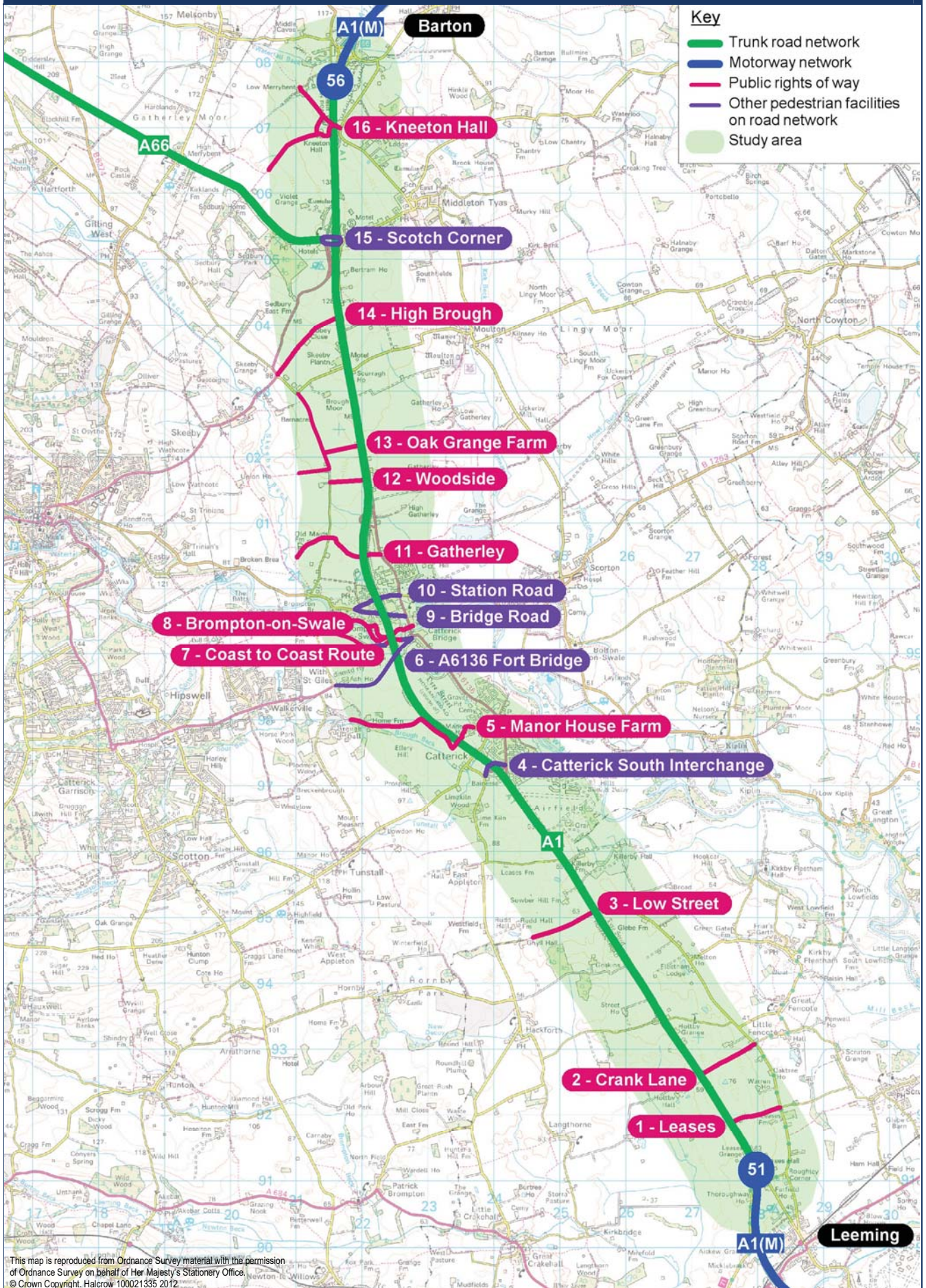
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FIGURE 1: OVERVIEW PLAN OF NMU ROUTE LOCATIONS (A1 LEEMING TO BARTON)



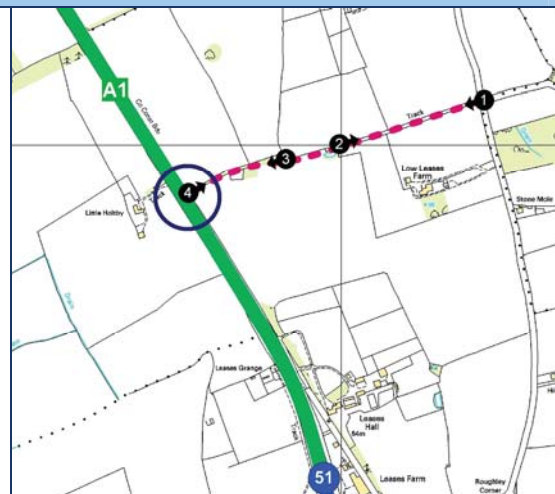
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SITE 1: LEASES

Route description and use

- Bridleway connecting A1 at Little Holtby with Low Street opposite Fence Dike Lane junction
- Western end of route terminates at A1 southbound carriageway, approximately 1km north of upgraded motorway section (A1(M) J51)
- No connectivity with other PROWs in the area
- NMU surveys (8am to 6pm) undertaken to support planned motorway upgrade in 2008 indicate very low, infrequent use at Low Street end:

	Pedestrians	Cyclists	Equestrians
Autumn weekday	1	0	0
Autumn weekend	0	0	0
Spring weekday	0	0	0
Spring weekend	4	0	1



① Gated access from Low Street



② Track adjacent to Low Leases Farm



③ Agricultural field at western end of track



④ Gated access at A1 boundary

On-site observations

- Gated access from Low Street at eastern end [①], with fingerpost provided indicating bridleway route
- Overgrown track [②] peters out in agricultural field [③], midway between Low Street and A1
- Western end of route beyond field very overgrown, with no clear path evident through wooded area
- No evidence of route location at A1 boundary, with heavily overgrown gated access in state of disrepair [④]
- Evidence of irregular use of track at eastern end by equestrian users and by landowner to provide access for agricultural machinery into fields and adjacent Low Leases Farm
- No evidence of use at western end
- No onward connectivity with other NMU routes available from A1

Suggested recommendations

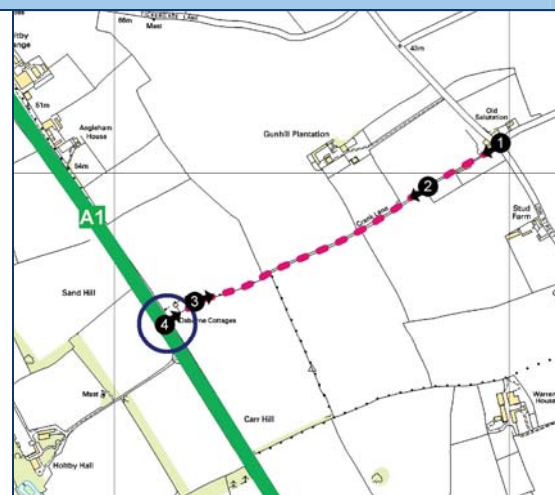
- Stop-up route beyond track, formally revoking PROW along full length to prevent NMU access to A1
- Remove fingerpost provided at Low Street junction and replace pedestrian gate with timber fencing (vehicle gate access to remain)
- Replace gated access at A1 boundary with timber fencing

SITE 2: CRANK LANE

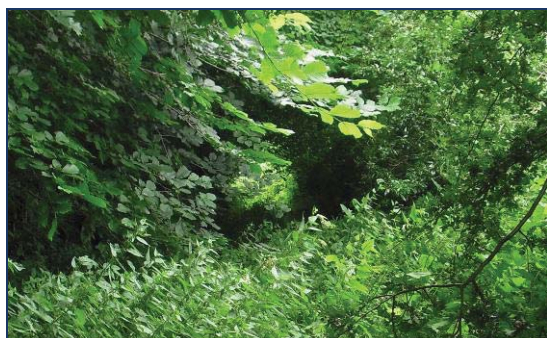
Route description and use

- Footpath connecting A1 at Osborne Cottages with Low Street at Salutation Farm via Crank Lane
- Western end of route terminates at A1 southbound carriageway, approximately 2km north of upgraded motorway section (A1(M) J51)
- No connectivity with other PROWs in the area
- NMU surveys (8am to 6pm) undertaken to support planned motorway upgrade in 2008 indicate very low, infrequent use at Crank Lane:

	Pedestrians	Cyclists	Equestrians
Autumn weekday	2	0	1
Autumn weekend	0	0	0
Spring weekday	2	0	0
Spring weekend	0	0	0



① Fingerpost at Crank Lane's junction with Low Street



② Western end of Crank Lane



③ Apparent route location approaching A1



④ Fingerpost at A1 boundary

On-site observations

- Access from Low Street at eastern end via Crank Lane, with fingerpost provided [①] at Salutation Farm indicating footpath route
- Western end of Crank Lane becomes overgrown [②] on approach to Osborne Cottages
- No clear path evident over western section [③] beyond Crank Lane, along field boundary
- Heavily overgrown gated access at A1 boundary, with fingerpost provided indicating footpath route [④]
- No evidence of use of Crank Lane beyond section providing access to adjacent properties
- No evidence of use of footpath at western end
- No onward connectivity with other NMU routes available from A1

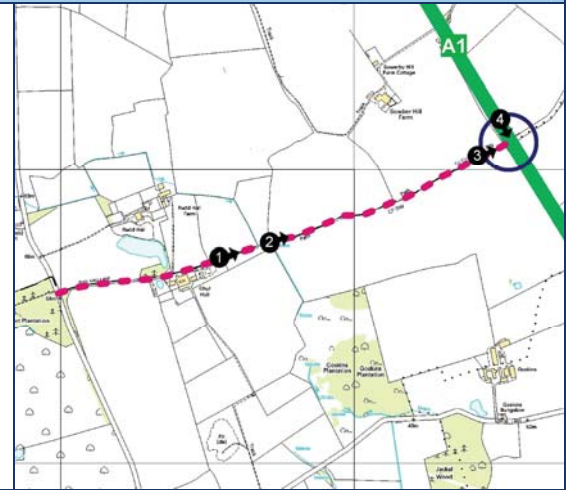
Suggested recommendations

- Stop-up route beyond Crank Lane, formally revoking PROW along full length to prevent NMU access to A1
- Remove fingerposts provided at Crank Lane and A1
- Replace gated access at A1 boundary with timber fencing

SITE 3: LOW STREET

Route description and use

- Bridleway connecting A1 opposite Low Street junction (for Kirkby Fleetham) with C36 (Hackforth to East Appleton) via Gyll Hall Lane
- Eastern end of route terminates at A1 northbound carriageway, approximately 2.5km south of Catterick South Interchange
- No connectivity with other PROWs in the area
- No available survey data to evidence use



① Pedestrian gate with way marker at Ghyll Hall Farm



② Further pedestrian gate east of Ghyll Hall Farm



③ Apparent route location approaching A1



④ No evidence of route at A1 boundary

On-site observations

- Access via Gyll Hall Lane at western end, with pedestrian gate and way marker [①] indicating onward bridleway route immediately east of Ghyll Hall Farm
- Further pedestrian gate and way marker provided at subsequent field boundary [②], despite gaps in adjacent fencing
- No clear path evident over eastern section [③] between second pedestrian gate and A1
- No evidence of route at A1 boundary [④], with hedgerow and steep embankment onto northbound carriageway physically deterring equestrian and pedestrian use
- No evidence of use beyond Ghyll Hall Farm
- No connectivity with other NMU routes available from A1, with onward access to Low Street requiring NMUs to cross carriageways at central reserve gap provided for northbound right turning traffic

Suggested recommendations

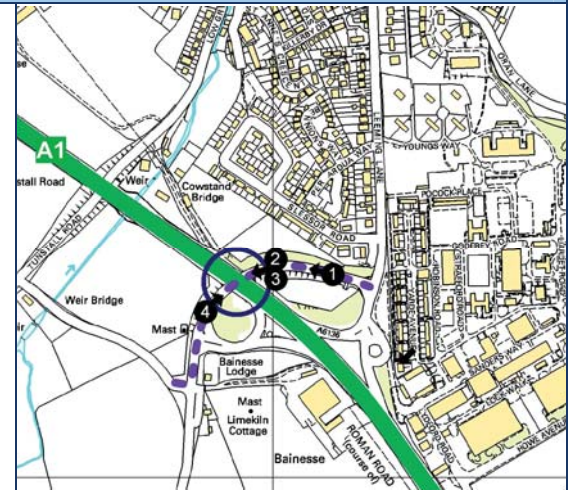
- Stop-up route beyond Gyll Hall Lane, formally revoking PROW along full length to prevent NMU access to A1
- Remove pedestrian gates and way markers east of Ghyll Hall Farm

SITE 4: CATTERICK SOUTH INTERCHANGE

Route description and use

- Footway alongside A6136 crossing A1 via overbridge at Catterick South Interchange
- Connectivity provided to properties west of A1 on Catterick Lane from Catterick Village
- NMU surveys (8am to 6pm) undertaken to support planned motorway upgrade in 2008 indicate high use of overbridge:

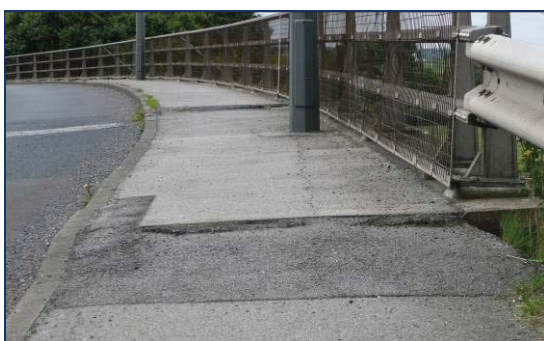
	Pedestrians	Cyclists	Equestrians
Autumn weekday	19	10	2
Autumn weekend	13	13	3
Spring weekday	22	14	5
Spring weekend	24	23	4



① Footway's eastern approach to overbridge



② Evidence of footway subsidence on embankment



③ Uneven footway surface at subsidence location



④ Footway's western approach to overbridge

On-site observations

- Footway provided alongside northern edge of carriageway [①] at A6136 overbridge and approach embankments
- Evidence of footway subsidence on eastern approach embankment [②], resulting in uneven surface [③] and trip hazard
- Similar evidence of footway subsidence on western approach embankment [④]
- Highway street lighting provided from columns located in footway
- Parapet height suitable for pedestrian users
- Safety barriers provided alongside footway on approach embankments, with connection to parapet at overbridge preventing NMU access to carriageways below

Suggested recommendations

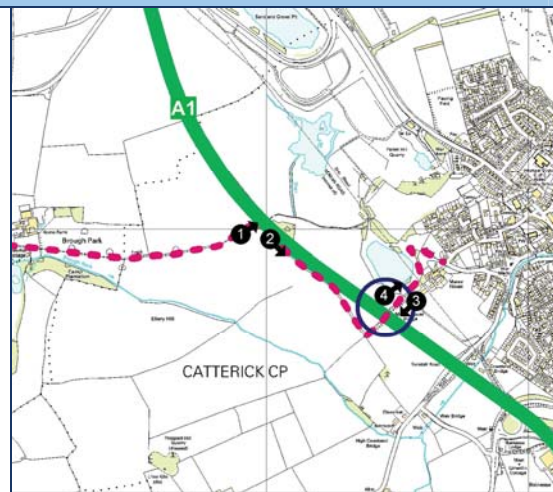
- Re-level footway on both sides of structure

SITE 5: MANOR HOUSE FARM

Route description and use

- Bridleway crossing A1, connecting Brough Hall to Catterick Village
- Route recently diverted from at-grade crossing of carriageway to use accommodation overbridge (Cow Stand Bridge) at Manor House Farm, approximately 0.6km north of Catterick South Interchange
- Onward connectivity from Brough Hall towards Brough St Giles
- NMU surveys (8am to 6pm) undertaken to support planned motorway upgrade in 2008 indicate frequent use of accommodation overbridge:

	Pedestrians	Cyclists	Equestrians
Autumn weekday	7	0	1
Autumn weekend	10	0	0
Spring weekday	7	0	0
Spring weekend	25	2	0



① Former at-grade carriageway crossing location



② Track parallel to northbound carriageway



③ Accommodation overbridge at Manor House Farm



④ Gated access to/from bridge eastern approach track

On-site observations

- Gated access onto northbound carriageway at former at-grade crossing location [①], with spoil built-up against gate to deter access
- Similar gated access onto southbound carriageway at former crossing location, with gap for NMUs provided in central reserve barrier
- Realigned route follows track running parallel to northbound carriageway [②] from former at-grade crossing location towards Cow Stand Bridge
- Accommodation overbridge [③] incorporates high sided parapets suitable for equestrian users
- Gated access provided onto approach track to accommodation overbridge on eastern side of carriageway [④]
- Evidence of regular use by pedestrians and equestrian users, as well as by landowner to provide access to agricultural fields from Manor House Farm

Suggested recommendations

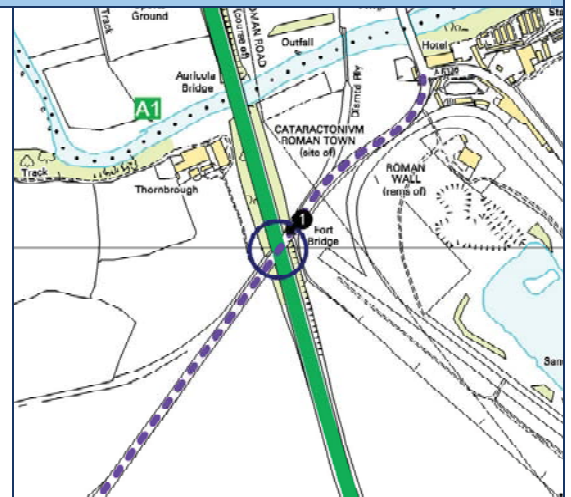
- Replace gated accesses at A1 boundary (north and southbound carriageways) with timber fencing
- Install fingerpost at former crossing location adjacent to northbound carriageway to reinforce route diversion via track towards accommodation overbridge
- Install additional fingerpost to deter use of historic route between High Green and former at-grade crossing location adjacent to southbound carriageway
- Raise height of boundary fencing on embankments approaching accommodation overbridge to same height as parapets to prevent equestrian access onto carriageways below

SITE 6: A6136 FORT BRIDGE

Route description and use

- Shared use footway and cycle route alongside A6136, crossing A1 via overbridge at Fort Bridge, west of Catterick Racecourse
- Onward connectivity provided between Catterick Bridge and Colburn
- Aspirations to convert parallel former railway bridge over A1 to NMU use not currently being pursued by NYCC due to onward access issues
- NMU surveys (8am to 6pm) undertaken to support planned motorway upgrade in 2008 indicate high use of overbridge, particularly by cyclists:

	Pedestrians	Cyclists	Equestrians
Autumn weekday	12	22	0
Autumn weekend	15	23	0
Spring weekday	15	7	0
Spring weekend	15	0	0



① A6136 Catterick Road overbridge

On-site observations

- Shared use footway and cycle route (unsigned) provided alongside southern edge of carriageway [①] at A6136 Catterick Road overbridge
- Safety barriers provided on approach preventing NMU access to A1 carriageways below
- 1.0m high parapets on bridge structure unsuitable for cyclists
- Imminent completion of new shared use foot and cycle crossing of River Swale to north east renders increased use of A6136 overbridge by cyclists more likely in future

Suggested recommendations

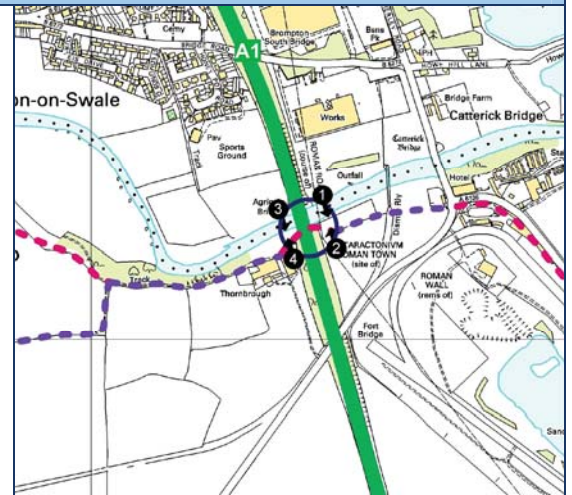
- Increase height of parapets on bridge to 1.4m, to ensure compliance with requirements for cycle facilities

SITE 7: COAST TO COAST PATH

Route description and use

- Bridleway passing under A1 along southern bank of River Swale, approximately 2km south of Gatherley Interchange
- Route serves as crossing point for Coast to Coast long distance footpath, with onward connectivity via non-PROW paths and unclassified roads linking Thornbrough with Catterick Bridge and further PROWs to the east and west
- NMU surveys (8am to 6pm) undertaken to support planned motorway upgrade in 2008 indicate high level of use at underpass location:

	Pedestrians	Cyclists	Equestrians
Autumn weekday	36	0	0
Autumn weekend	33	0	0
Spring weekday	1	0	0
Spring weekend	14	0	0



① Embankment up onto A1 at eastern side of bridge



② Bridge carrying A1 over River Swale (eastern face)



③ Embankment up onto A1 at western side of bridge



④ Bridge carrying A1 over River Swale (western face)

On-site observations

- Access to bridleway from eastern end via path (non-PROW) from Catterick Bridge
- Bridleway passes under bridge carrying A1 over adjacent River Swale, with low retaining wall and overgrown steep embankment [①] on eastern side of bridge structure [②] deterring access onto southbound carriageway above
- Similar low retaining wall and steep overgrown embankment [③] on western side of bridge structure [④] deterring access onto northbound carriageway above
- Onward connectivity via unclassified road (non-PROW) from Thornbrough to PROW in the west
- Evidence of regular pedestrian use, with Coast to Coast fingerpost signs provided

Suggested recommendations

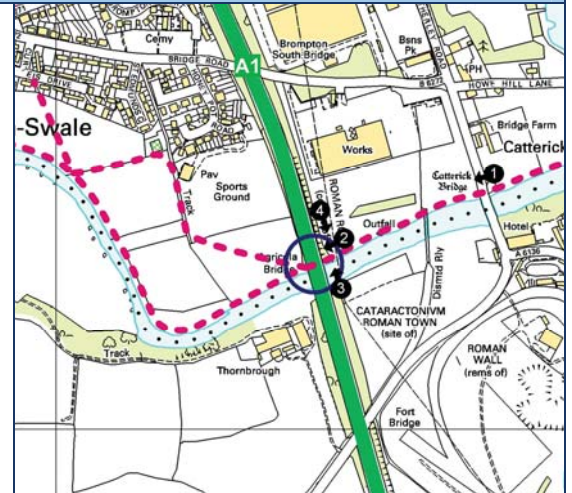
- No action required

SITE 8: BROMPTON-ON-SWALE

Route description and use

- Footpath linking A6136 at Catterick Bridge to Brompton-on-Swale, passing under A1 along northern bank of River Swale, approximately 2km south of Gatherley Interchange
- Onward connectivity to west with PROWs to Brompton-on-Swale
- NMU surveys (8am to 6pm) undertaken to support planned motorway upgrade in 2008 indicate moderate level of use close to underpass location:

	Pedestrians	Cyclists	Equestrians
Autumn weekday	12	0	0
Autumn weekend	6	0	0
Spring weekday	8	0	0
Spring weekend	18	2	0



① Gated access and fingerpost at A6136



② Underpass below bridge carrying A1 over river



③ Embankment up onto A1 at eastern side of bridge



④ Embankment down onto PROW from A1 above

On-site observations

- Gated access to footpath at eastern end from A6136 at Catterick Bridge [①], with fingerpost provided indicating route location
- Path passes under former railway bridge over river (currently being converted to shared-use foot and cycle route)
- A1 carried over footpath via bridge over River Swale [②]
- Accessible embankments either side of bridge structure [③] potentially enable NMU access onto carriageways above [④]
- Onward connectivity to PROWs to west of A1 provides access to Brompton-on-Swale
- Evidence of regular pedestrian use along full route length

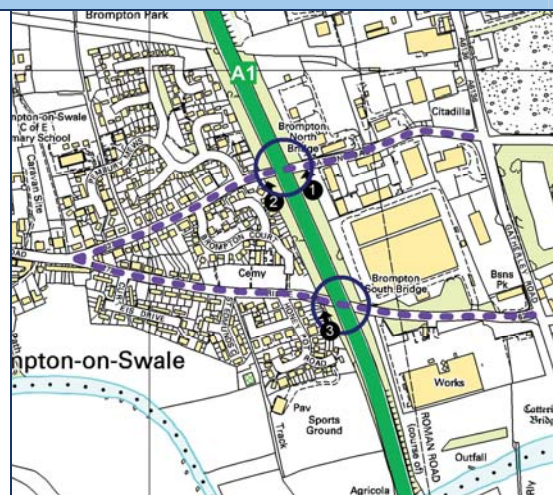
Suggested recommendations

- No action required

SITES 9/10: BRIDGE ROAD & STATION ROAD

Route description and use

- Footways alongside B6271 Station Road and B6272 Bridge Road at A1 underpasses, approximately 1.5km south of Gatherley Interchange
- Connectivity provided to warehousing and employment uses east of A1 at Gatherley and Catterick Bridge from Brompton-on-Swale
- NMU surveys (8am to 6pm) undertaken to support planned motorway upgrade in 2008 indicate high levels of use at both underpasses:



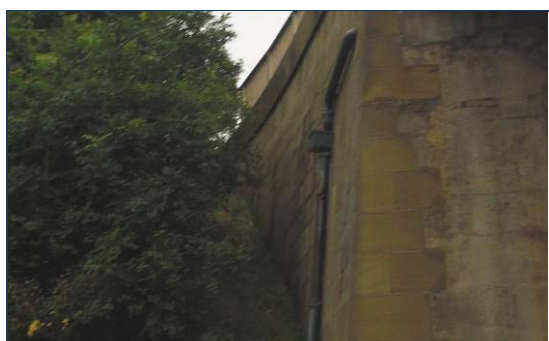
	Station Road			Bridge Road		
	Peds	Cycles	Equest	Peds	Cycles	Equest
Autumn weekday	97	23	0	31	7	3
Autumn weekend	82	75	0	52	10	1
Spring weekday	121	10	0	29	0	0
Spring weekend	110	24	0	41	19	0



① Eastern embankment up onto A1 at Station Road



② Western embankment up onto A1 at Station Road



③ Western embankment up onto A1 at Bridge Road

On-site observations

- Footways provided alongside northern and southern edges of B6271 Station Road at Brompton North Bridge
- Footway provided alongside southern edge (only) of B6272 Bridge Road at Brompton South Bridge
- Cobbled abutment on steep gradient at eastern [①] and western [②] side of Station Road bridge structure, with dense vegetation on bank above deterring access onto A1 carriageways
- Similar cobbled abutment on steep gradient either side of Bridge Road bridge structure [③], with grassed bank above

Suggested recommendations

- No action required

SITE 11: GATHERLEY

Route description and use

- Footpath crossing A1, connecting Parkgate Lane at access track to Old Maids Farm with A6136 at Gatherley
- Route crosses both carriageways at-grade, approximately 0.5km south of Gatherley Interchange via gap provided in central reserve
- Onward connectivity to Scorton via bridleway from A6136
- Further connection west of Old Maids Farm to north-south bridleway linking Brompton Bridge to Skeeby
- No available survey data to evidence route use



① Fingerpost provided on Parkgate Lane



② Gated access onto A1 northbound carriageway



③ Steel fence at A1 southbound carriageway



④ Apparent route location at A6136

On-site observations

- Fingerpost provided opposite access track to Old Maids Farm on Parkgate Lane [①]. High hedge to field boundary physically prevents pedestrian access onto route
- Gated access in state of disrepair provided at A1 northbound carriageway [②] opposite central reserve gap
- Eastward access from A1 physically prevented at southbound carriageway by high steel fence [③]
- Assumed route alignment from A6136 bounded by car park perimeter fence to north and high hedge to south [④]
- No evidence of use along route length

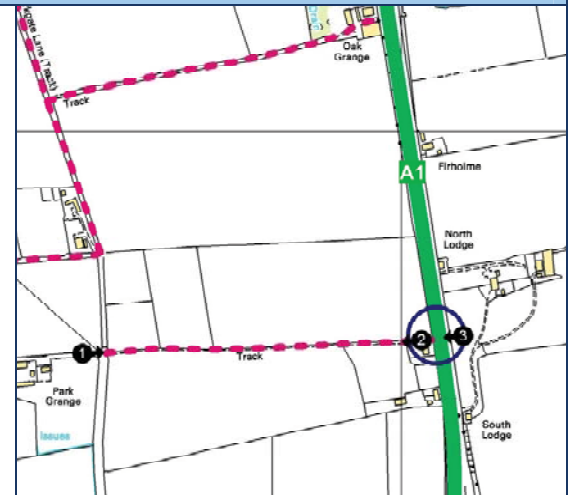
Suggested recommendations

- Stop-up route between Parkgate Lane and A6136, formally revoking PROW along full length to prevent NMU access to A1
- Remove fingerpost provided opposite Old Maids Farm access
- Replace gated access onto A1 northbound carriageway with timber fencing and hedge to boundary

SITE 12: WOODSIDE

Route description and use

- Bridleway connecting A1 at Woodside with Parkgate Lane opposite access to Park Bungalow
- Eastern end of route terminates at A1 northbound carriageway, approximately 0.5km north of Gatherley Interchange
- Additional bridleways to north and west accessible from route's western end via Parkgate Lane
- No available survey data to evidence route use



1 Gated access from Parkgate Lane



2 Gated field access behind residential property



3 Access to route via driveway at A1 boundary

On-site observations

- Gated access from Parkgate Lane [1] at route's western extent
- Route follows track eastwards from Parkgate Lane alongside field boundary
- No clear route delineation through second field up to gated access behind residential property [2] alongside A1
- Route follows driveway to north of residential property [3] between field gate and northbound carriageway
- No evidence of use along route length
- No onward connectivity with other NMU routes available from A1

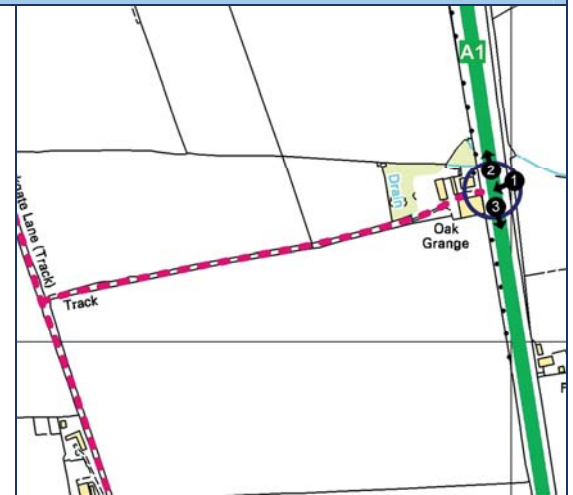
Suggested recommendations

- Stop-up route, formally revoking PROW along full length to prevent NMU access to A1

SITE 13: OAK GRANGE FARM

Route description and use

- Bridleway connecting A1 with Parkgate Lane via rear access track to Oak Grange
- Eastern end of route terminates at A1 northbound carriageway, approximately 1.2km north of Gatherley Interchange
- Connects to additional bridleway along Parkgate Lane at western end, linking Scurragh Lane to Skeeby via Union House
- No available survey data to evidence use



① Gates preventing access onto route at Oak Grange



② Northbound carriageway north of access location



③ Northbound carriageway south of access location

On-site observations

- No evidence of route location at A1 boundary, with 'private property' signs and high security gate physically preventing access [①]
- Bridleway follows access track from west of Oak Grange to Parkgate Lane
- No indication of route direction at Parkgate Lane junction
- No onward PROW connectivity north [②] or south [③] at A1 boundary

Suggested recommendations

- Stop-up route, formally revoking PROW along full length between Parkgate Lane and Oak Grange to prevent NMU access to A1
- Introduce fingerpost at western end of route on Parkgate Lane, directing NMUs north along existing bridleway to Scurragh Lane

SITE 14: HIGH BROUGH

Route description and use

- Footpath connecting A1 north of High Brough Moor Filling Station with Scurragh Lane at its junction with the A6108 Richmond Road
- Eastern end of route terminates at A1 northbound carriageway, approximately 1.2km south of Scotch Corner Interchange
- No connectivity with other PROWs in the area
- NMU surveys (8am to 6pm) undertaken to support planned motorway upgrade in 2008 indicate relatively low use at Scurragh Lane:

	Pedestrians	Cyclists	Equestrians
Autumn weekday	1	4	0
Autumn weekend	6	3	0
Spring weekday	1	1	0
Spring weekend	0	0	0



① Eastern end of route to north of filling station



② No evidence of route location from A1 boundary



③ Fingerpost on Scurragh Lane at route's western end

On-site observations

- Eastern end of route terminates immediately north of High Brough Moor Filling Station on northbound carriageway [①]
- No evidence of footpath location in fence line alongside A1 [②], with route alignment across adjacent field unclear
- Onward route follows access track from western end of field bounding A1 to Abbey Close Farm and on to Scurragh Lane
- Fingerpost provided on Scurragh Lane indicating footpath route [③]
- No evidence of use at eastern end
- No onward connectivity with other NMU routes available from A1

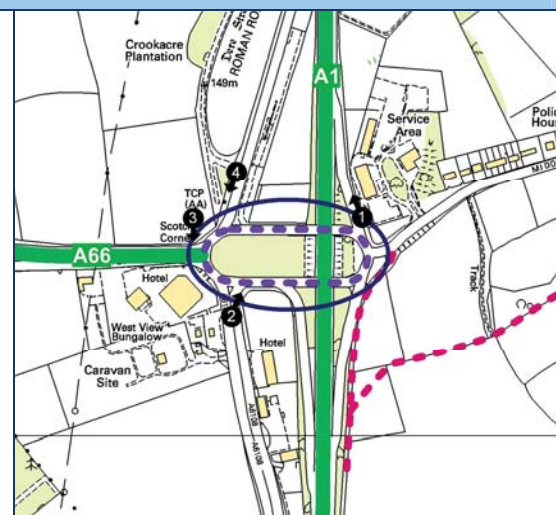
Suggested recommendations

- Stop-up route beyond Abbey Close Farm, formally revoking PROW along full length to prevent NMU access to A1
- Remove fingerpost provided at Scurragh Lane

SITE 15: SCOTCH CORNER INTERCHANGE

Route description and use

- Footway around outer perimeter of roundabout at Scotch Corner grade-separated interchange, with at-grade crossing of roundabout approach arms (including A1 entry and exit slips north/southbound and A66)
- Connectivity provided to Scotch Corner Hotel, local bus stops, business premises along A6108 and Middleton Tyas (via Middleton Tyas Lane)
- NMU surveys (8am to 6pm) undertaken to support planned motorway upgrade in 2008 indicate moderate use east and west of roundabout:



	East of Roundabout			West of Roundabout		
	Peds	Cycles	Equest	Peds	Cycles	Equest
Autumn weekday	0	0	0	3	1	0
Autumn weekend	0	0	0	15	2	0
Spring weekday	25	0	0	8	1	0
Spring weekend	19	10	0	0	0	0



① Footway extending north on A1 southbound exit slip



② Restricted visibility over A6108 exit arm



③ Absence of crossings over A66 entry/exit arms



④ Restricted visibility at A1 northbound entry slip

On-site observations

- Footway on A1 southbound exit slip [①] extends beyond extent of bus lay-by, encouraging NMU access onto carriageway (assumed historic connection to rear of adjacent service area since removed)
- Restricted visibility of oncoming traffic for NMUs seeking to cross A6108 exit arm due to presence of mature vegetation [②]
- Dropped kerb crossings with tactile paving provided over all approach arms to/from roundabout with exception of A66 entry/exit [③], although scheme planned for imminent introduction to provide formal facilities
- Dropped crossing over A1 northbound entry slip [④] is incorrectly aligned with opposite tactile and has poor visibility of oncoming traffic due to location within bus lay-by

Suggested recommendations

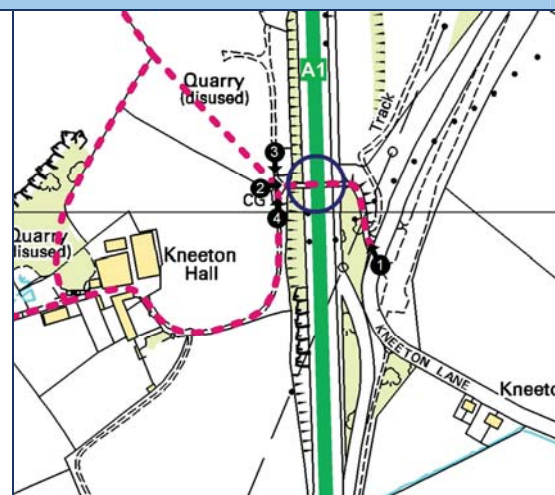
- Remove northern extent of footway (beyond bus shelter) alongside bus lay-by on A1 southbound exit slip and introduce planting to deter access onto carriageway
- Ensure future maintenance of vegetation adjacent to the highway maintains clear sightlines for NMUs seeking to cross A6108 exit arm
- Relocate and realign existing crossing point over A1 northbound entry slip to improve sightlines

SITE 16: KNEETON HALL

Route description and use

- Bridleway crossing A1 via accommodation overbridge, connecting Kneeton Hall to Kneeton Lane, approximately 1.6km north of Scotch Corner Interchange
- Onward link to the A66 and High Merrybent beyond Kneeton Hall
- Connectivity with footpaths providing access to Low Merrybent
- NMU surveys (8am to 6pm) undertaken to support planned motorway upgrade in 2008 indicate largely low use at bridge location:

	Pedestrians	Cyclists	Equestrians
Autumn weekday	0	0	0
Autumn weekend	0	0	0
Spring weekday	0	0	0
Spring weekend	1	31	1



① Fingerpost at Kneeton Lane



② Accommodation overbridge



③ Onward bridleway access to Kneeton Hall



④ Gated access to footpath from bridleway

On-site observations

- Fingerpost provided at Kneeton Lane [①] indicating bridleway location at eastern end of route
- Substandard parapet height for equestrians on accommodation overbridge [②], with significant corrosion suggesting life expired infrastructure
- Bridleway continues via track to south towards Kneeton Hall, with gate provided for equestrians to avoid cattle grid [③]
- Gated PROW to north via footpath through quarry, with private signs prohibiting public access on safety grounds [④]

Suggested recommendations

- Investigate credibility of prohibited access signed at footpath's connection to bridleway (revoking PROW and diverting pedestrians via alternative footpath connecting with bridleway west of Kneeton Hall if necessary)
- Install new fingerposts at Kneeton Lane and to west of accommodation overbridge to improve clarity of both bridleway and footpath routes
- Replace degraded parapets on accommodation overbridge with 1.8m high facility, as required for equestrian users