

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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