

NORTH YORKSHIRE
LOCAL ACCESS FORUM

WEDNESDAY 20th November 2013

RECORD OF ACTIONS

1.0 PURPOSE OF THE REPORT

- 1.1 This report contains a record of those actions completed following the August meeting of the Forum.

2.0 ACTIONS COMPLETED

- 2.1 Response submitted to Highways Agency in respect of the A1 Improvement Scheme between Scotch Corner and Barton. A response has been received from Highways Agency and is attached at Appendix 1.
- 2.2 Annual Review Form updated with members' comments, Chairman's comments added and returned to Natural England via the regional Co-Ordinator. The final version of the Review Form is attached at Appendix 2.

3.0 RECOMMENDATION

- 3.1 It is recommended that members receive this report for information.

Contact:

John Taylor
Chairman

Email from the Chair to David Chalk of Atkins on 16th September 2013, copied to David Bowe, NYCC and David Beswick:

Gentlemen

Following the recent exhibition the North Yorkshire Local Access Forum wishes to make the following comments regarding the A1 upgrade proposals concerning the local access provisions for non-motorised users:-

- The one metre cycling strip should be retained as much for the protection of horses as for the benefit of cyclists as per the Inspector's expectations at the PI in 2006.
- It is essential that the surface of the LAR be top gritted to provide adequate grip for horses because there will be times when horses have to use the main carriageway. Failing to do this will prove a disincentive for horses to use the LARs. It seems that problems regarding the surface have arisen on the new southern section.
- The bridleway which will run south from Scurragh House Farm to the Gatherly overbridge should be 4m. wide with compacted quarry grit so that it suits both cyclists and horses. Tarmac will not be acceptable for such a long stretch of bridleway. Rubber chips incorporated into the mix would be even better for all .
- The LAF is disappointed that no link is planned between Kneeton Hall bridge and Dere Street. With this in mind, please could designers and constructors have another look at this as the linkage makes such safety and accessibility sense.
- The LAF is concerned at the dangers for NMUs created by the narrow margins on the road from Gatherly overbridge to Brompton.

We look forward to your comments in due course on the points above and indeed on our suggestions covered in our 2nd April e-mail copy attached.

Best Regards

John Taylor, Chairman, North Yorkshire Local Access Forum

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Site ref A1L2B-B-01-137
Your ref:

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11 October 2013

Dear Mr Taylor,

A1 LEEMING TO BARTON IMPROVEMENT SCHEME SCOTCH CORNER TO BARTON

I refer to your email sent on the 16 September 2013, containing your comments to the A1 Leeming to Barton improvement project. Our responses are provided below by referring to your bullet points in turn:

Responses to your correspondence dated 2 April 2013

- Due to low predicted usage and also difficulties in obtaining landowner agreement it is not proposed to include a bridleway between Lords Lane and Leases Lane on the west side.
- Again, due to the low predicted usage and also difficulties in obtaining landowner agreement it is not proposed to include a bridleway between St Anns Cross to the new overbridge on the east side of the motorway. However, an alternative route is available in this area along Low Street
- The Highways Agency has negotiated bridleway rights across the proposed accommodation bridge at Bainesse Farm and the draft orders showing this were published in May 2013. This bridleway will be linked into the ROW network as part of the scheme.
- It is intended to provide a NMU route within the existing southbound carriageway of the A1 between Low Street and Catterick. The redundant northbound A1 is to become the Local Access Road (LAR). The design of the NMU route will be undertaken in consultation with NYCC and interested NMU groups.
- It would be extremely costly to extend the existing railway tunnel at Brompton under the motorway. As the resulting tunnel would need to be 60m long, it is unlikely to provide a safe route for users and would give rise to ongoing future maintenance costs. The Inspector, at the 2006 Inquiry considered that retention of the tunnel was unnecessary. In view of the Inspector's decision, we are not proposing to include the tunnel in the current proposals.

- At the 2006 Public Inquiry, NMU motorway crossings and the NMU provision at Scotch Corner was debated in full. The inspector agreed that Scotch Corner was not envisaged for use by equestrians, and that traffic signalisation of Scotch Corner roundabout would permit the safe use by pedestrians and cyclists. NMU provision at Scotch Corner will be included as part of the scheme detail design process. At this stage it is not intended to convert one of the existing carriageways on the Richmond Road as a NMU route.
- At Kneeton Hall the existing bridleway and footpaths will be maintained and connected to the LAR by the inclusion of bridleway rights across the proposed Kneeton Hall accommodation bridge. The HA currently does not intend to provide a connection to Dere Street for NMUs, however, the Agency has discussed this with NYCC to see if they are prepared to promote this link independently.

Responses to your email dated 16 September 2013

- The Agency acknowledges the commitments made at the 2006 public inquiry regarding the provision of edge strips along the LAR. Edge strips will therefore be provided unless there are suitable alternative NMU routes.
- The surfacing for the LAR will be designed to current highway standards. To provide anti-slip high friction surfacing along the full length of the LAR would be non-standard and add significant cost to the works. This could not be justified on anticipated use of the LAR by equestrians who have the option of using the verges.
- The design of the proposed bridleway between Scurragh House Lane and Gatherley is currently being considered. During detail design, and following consultations with NMU user groups, the surface provision of this bridleway will be finalised to ensure it is appropriate for use by all NMU groups.
- As stated above, the Agency currently does not intend to provide a connection to Dere Street for NMUs. However, the Agency has previously discussed this with NYCC to see if they are prepared to promote this link independently.
- The Agency notes your concern regarding the narrow margins on the road between Gatherley overbridge and Brompton. However, there are no proposals to change the existing road layout along this stretch, as per 2006 proposals.

During the detail design we confirm that liaison will continue with representatives of user groups who will be invited to attend meetings as the design progresses. Invites will be extended to representatives of groups including cyclists, ramblers, BHS, the local access forum and NYCC. The NYCC accessibility officer has stated that overall the scheme offers enhancements to the current NMU provision, providing new routes and opportunities for both north-south and east-west movements and fully supports the current proposals.

We trust that the above explanation helps clarify your concerns. However, if you require any further information, or wish to discuss any aspects in more detail, please do not hesitate to make further contact.

Yours sincerely,



Stuart Rea
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Local Access Forum (LAF) Annual Review Form: April 2012 to March 2013

Name of LAF: North Yorkshire LAF

Name of LAF Chair: John Taylor

Name of LAF Secretary: Jane Wilkinson

Number of LAF members: 18

1 - Involvement and Representation

What interests does your current membership cover? Equestrian, Landownership, Off Road Driving, Walking

What skills, sectors, interest groups, experience are missing? Low on landowners

Describe any difficulties you had recruiting members from particular sectors: It is now very difficult to recruit landowning interests

2 - Operation of LAF

What procedures (e.g. expense claims, new applications etc) do you follow that help you work effectively? Are these effective?

How do you ensure that your members are able to work as a team? Regular meetings, special meetings where required and email communication between members

In what ways do you reach consensus? Voting

How do you ensure proper conduct and/or resolve any conflicts? Through discussion within meetings

Give up to 3 examples of where you have encountered operational difficulties (e.g. lack of resources); explain what mechanisms could be put in place to alleviate such issues:

1 - Size of the area

2 - Many issues are discussed outwith meetings by email but subsequently not included in formal meeting papers

3 - Training of new members

3 - Partnership and Progress

Do you work well with the access authority? If not, why not? Yes

Do you work well with your planning authorities? If not, why not? No, there is a lack of communication

Have you established a clear role for the LAF in the local area? Not Yet

Were you successful in meeting the achievements set out in your work programme (please provide supporting information)? Yes

Have you achieved something else? There has been a good level of engagement with other bodies

Main or notable achievements? Championing the cause of Non Motorised Users during the upgrade of the A1

Local Access Forum (LAF) Annual Review Form: April 2012 to March 2013

4 - Profile and Direction

Has anything changed over the last year? The LAF is now more involved with different sections of the County Council

What changes / barriers can you see ahead? Serious constraint to resources, particularly the Local Authority's

What are your priorities for the year ahead (list up to 3)?

- 1 - Upgrade of the A1 within North Yorkshire to motorway
- 2 - Major Bypass scheme at Bedale & Leeming
- 3 - Management of the Unsurfaced Unclassified Road network

What support or training do you need to deliver your priorities?

5 - Section 94 Bodies

Give up to 3 examples of advice given by your LAF to section 94 bodies:

- 1 - Response sent to A1 plus on proposals for improvements to the A1 between Leeming and Barton
- 2 - Advice given in respect of management of the UUR network
- 3 - Ryedale Local Development Framework

6 - Open Access Work

How many Restriction Cases have you been consulted on? 2

How many cases have you responded to? 2

Detail any informal involvement with Open Access Restriction cases: 0

7 - Number of consultations, meetings and initiatives your LAF has been involved with over the year (please add numbers into the boxes below)?

Public meetings	6	Working groups	
Training days		Definitive map modification orders	2
Highway orders		Green Infrastructure strategies	
Gating orders		Local transport plans and traffic management schemes	1
Cycle projects		Disabled access	
Dog exclusion/on leads/fouling orders		Housing development schemes	

Local Access Forum (LAF) Annual Review Form: April 2012 to March 2013

Planning applications		PROW network and projects	2
ROWIP planning and objectives	1	Local development frameworks and planning strategies	
Local Nature Partnerships	1	Recording of paths and promoting use	
Expiring permissive agreements under Higher Level Stewardship schemes - assessing the value and future of and liaison with landowners to improve access		Flood defence works - Environment Agency consultations and planning applications regarding	
Slipways and landing stages - public access to		Improvement of access through the Paths for Communities (P4C) scheme	
Disposal and development of land owned by the Council		Parish Council or local improvement grant schemes	
Shoreline management plans		Rail freight interchange strategic development	
Network rail and rail crossing closures		Access and nature conservation	
Horse routes and equestrian provision		Multi user routes	
National Parks		Coastal access	
Motorised vehicle access	2	Access to MOD land	1
New town & village green registration government consultation		Natural England consultations	
Defra consultations		Commons grazing proposals	
Highways Agency consultations	1	Department for Transport consultations	
Other (please specify):			

8 - Final comments from Appointing Authority: The work of the forum has been focussed on Road schemes of one form or another over the last year which is indicative of a desire to engage in new areas of interest following completion of implementation of Open Access and introduction of RoWIPs which formed the large part of LAF business in the early days.

9 - Final comments from LAF Chair:

I believe that we are moving forward as an organisation but like most similar bodies we are finding it difficult to recruit members who are willing to really get involved. Our main problem is still the reluctance of 'section 94' bodies to consult with the LAF but we remain optimistic that this situation will improve in the future.