

NORTH YORKSHIRE
LOCAL ACCESS FORUM

WEDNESDAY 12th February 2014

UPGRADE OF THE A1

1.0 PURPOSE OF THE REPORT

- 1.1 This report recaps the position with respect to the A1 upgrade between Leeming & Barton and updates on progress with residual issues in respect of Non-Motorised User access around the Dishforth to Leeming scheme

2.0 BACKGROUND

- 2.2 Following the publishing of Highway Agency plans to upgrade the section of A1 between Leeming and Barton to motorway, the Forum submitted comments to Highways Agency
- 2.3 At the conclusion of the consultation process a Public Inquiry was announced to deal with outstanding issues in respect of the supplementary draft orders between Scotch Corner and Barton
- 2.4 The Inquiry was scheduled for Tuesday 4th February 2014, supporting documentation is attached at Appendix 1
- 2.5 A number of items were identified in respect of Non-Motorised user access around the Dishforth to Leeming scheme where action on the part of Highways Agency is required

3.0 ACTIONS

- 3.1 The chair submitted a LAF response for consideration by the Inspector at the Public Inquiry, attached at Appendix 2
- 3.2 The County Council's position on the 3 alternative routes put forward for the Public Inquiry is that it does not support any of the options. Detailed discussions were held in respect of the original proposal which is still supported by the County Council
- 3.3 Highways Agency have committed to resolving the outstanding issues on the Dishforth to Leeming Scheme and this has been followed up by the County Council's Area Access Officer Brian Mullins
- 3.4 At the time of writing no update has been supplied by Highways Agency

4.0 RECOMMENDATION

4.1 It is recommended that members receive this report for information.

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Our ref: HA A1L2B/18/07/13/1148
Site ref: HA A1L2B/B/01/253
Your ref:

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13 January 2014

Dear Brian Mullins

**HIGHWAYS ACT 1980
THE A1 DISHFORTH TO BARTON IMPROVEMENT SCHEME
(A1 LEEMING TO BARTON SECTION)
(SCOTCH CORNER TO BARTON SUPPLEMENTARY DRAFT ORDERS)**

The proposals of the Secretary of State for Transport (SoS) contained in the above draft Orders were published on 18 July 2013, and a period of six weeks was given for any objections or representations to be made to the proposals. Following receipt of objections to the proposed local access road (LAR), the SoS decided that a public inquiry will be held at the Holiday Inn, Scotch Corner, Darlington, DL10 6NR, beginning on Tuesday 4 February 2014.

Some of the objectors proposed alternative routes which might, if adopted, affect your property and/or interests. The Highways Agency is required to publish the alternative routes and plans showing the proposed route and details of the three alternatives that have been submitted are enclosed. Descriptions of the three alternatives are provided below.

Alternative Route A

This alternative follows the published route between Scotch Corner roundabout and the proposed roundabout located adjacent to the vehicle weighbridge site. From this roundabout, a reduced width LAR (6 metre wide carriageway) then heads northwards on the west side of the motorway to a new roundabout located east of Kneeton Hall and 150 metres south of the existing Kneeton Hall accommodation bridge.

The roundabout would provide access to Kneeton Hall and Duckett Hill Quarry. The local access road then heads eastwards, crossing the A1(M) on a new bridge, before continuing eastwards to connect with Kneeton Lane in front of Kneeton Cottages,

forming a direct route towards Middleton Tyas. A new priority junction is located to the east of the new bridge so that a connection can also be made northwards with Kneeton Lane to provide a route towards Silver Street and Barton.

Alternative Route B

This alternative would provide an alternative access to Duckett Hill Quarry which is located to the southwest of the A1 Barton junction. The route would commence at the northern boundary of Duckett Hill Quarry and would then head northwards, roughly following the route of the old A1, (Dere Street) to reach the B6275 (Hang Bank) at the existing junction located 280 metres west of Barton junction. The route would be approximately 850 metres long between the quarry boundary and the B6275.

If the alternative route was provided, access to Duckett Hill Quarry would not be provided along the existing private access from Kneeton Lane. Instead, the existing accommodation track (which is replaced with a new track and new overbridge in the published scheme) would then only have rights for access to Kneeton Hall and use as a bridleway route.

Alternative Route C

This alternative follows the published route between Scotch Corner roundabout and the proposed roundabout adjacent to the vehicle weighbridge site. From this roundabout the LAR would then run northwards on the west side of the motorway for a distance of approximately 22.6 kilometres, roughly following the line of the old A1 (Dere Street) at its northern end before connection to the B6275 (Hang Bank). At this location, a new roundabout would be located approximately 280 metres west of Barton junction, to provide a connection between the LAR and Hang Bank (B6275).

A new accommodation bridge over the A1 would also be provided to the east of Kneeton Hall to maintain an east-west connection for the existing bridleway route and farming operations associated with Kneeton Hall.

The alternative routes described above are not proposals supported by the Highways Agency.

Statement of Case

Please note that the Statement of Case to be made at the inquiry by the Highways Agency on behalf of the SoS is available on the A1 deposit document website at www.tinyurl.com/a1depdocs (Document Reference P02). Hard copies can also be requested from the above address.

It should be noted that if any of the alternatives were to be adopted, it would be necessary to either publish new draft Orders using the Highways Act or submit an application for a Development Consent Order under the Planning Act 2008 in order to:

- authorise the compulsory acquisition of land
- authorise the construction of new trunk roads
- authorise the stopping up and construction of side roads and private accesses

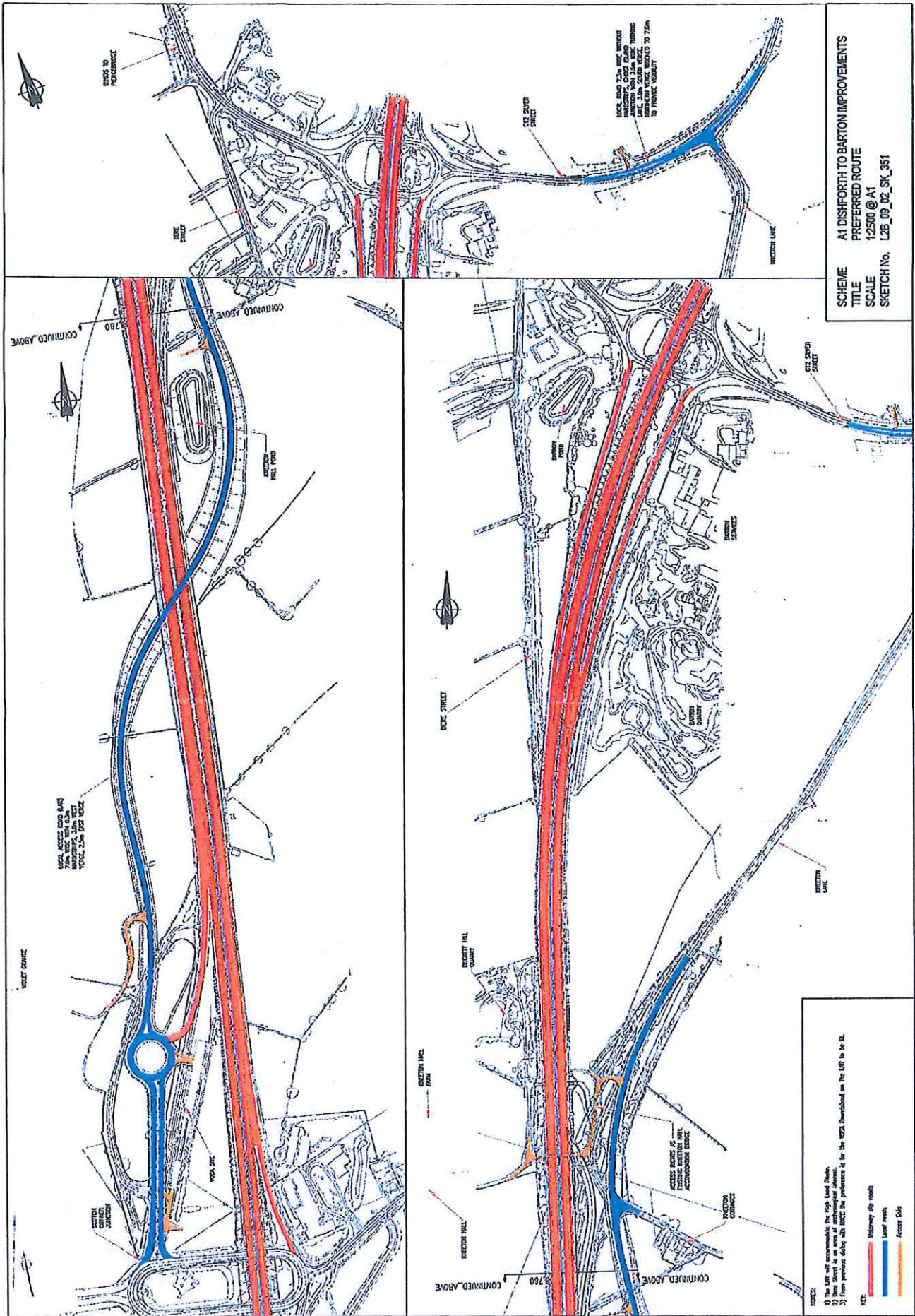
It is estimated that the time needed to undertake the above processes is likely to delay the scheme by at least one year.

You have the opportunity, if you wish, to attend or be represented at the public inquiry so that the inspector may consider your views before making recommendations to the Secretary of State. However, please note that the Highways Agency will not meet any costs you might incur in attending, or for any representation at the inquiry in respect of the alternative routes.

If you have any further questions, please do not hesitate to contact the project team at the address above.

Yours sincerely

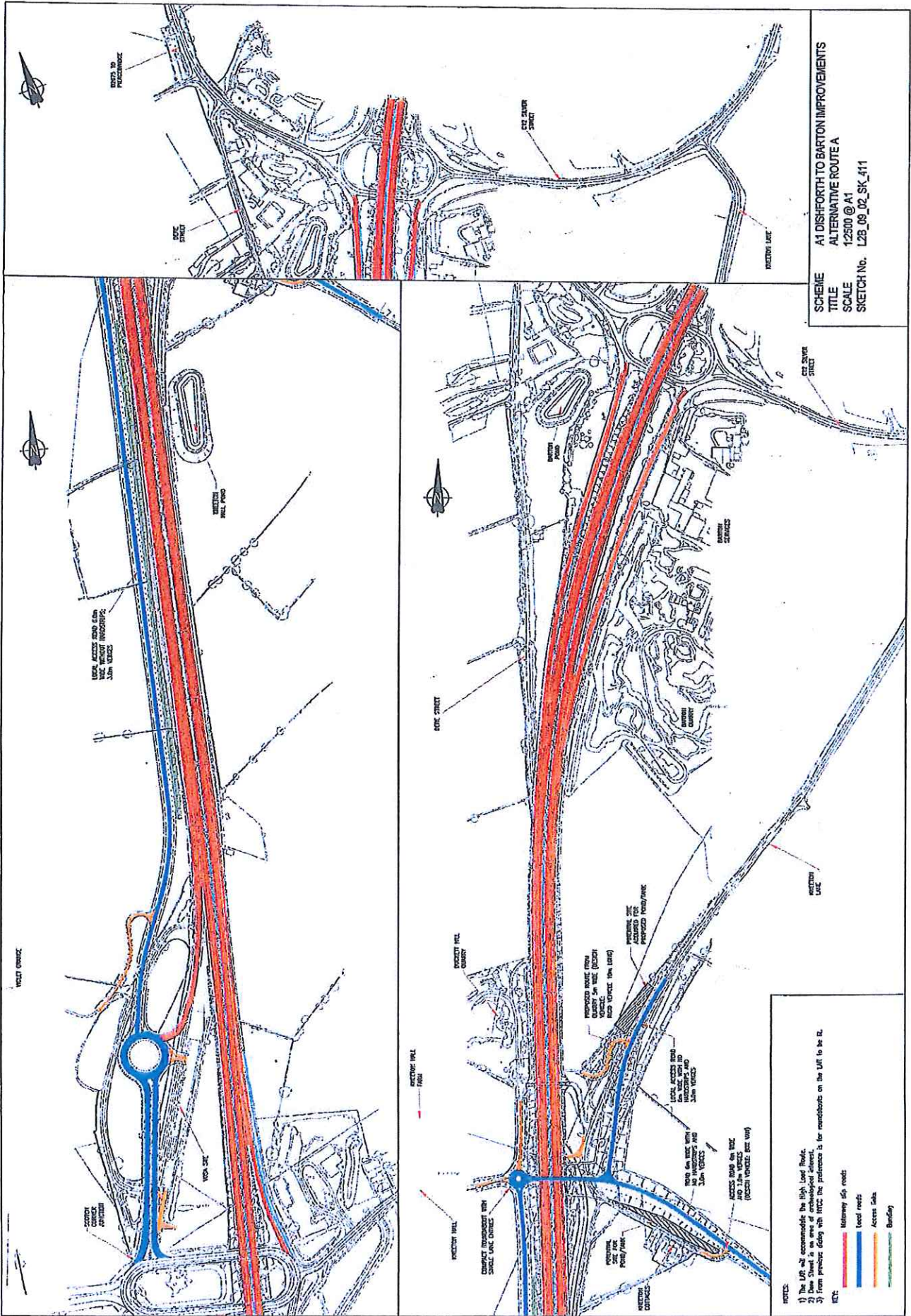
Senior Project Manager
Email: A1leemingtobarton@highways.gsi.gov.uk



SCHEME A1 DISFORTH TO BARTON IMPROVEMENTS
 TITLE PREFERRED ROUTE
 SCALE 1:2500 @ A1
 SKETCH No. L2B_09_02_SK_351

NOTES:
 1) The LRF will accommodate the High Level Road.
 2) The LRF will accommodate the High Level Road.
 3) From previous advice with HCC the preference is for the HCCs shown above on the LRF to be RL.

KCS:
 - - - - - Footpath
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 - - - - - Footpath
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SCHEME A1 DISFORTH TO BARTON IMPROVEMENTS
 TITLE ALTERNATIVE ROUTE A
 SCALE 1:2500 @ A1
 SKETCH No. LZB_09_02_SK_411

NOTES:
 1) The LRF will accommodate the High Level Road.
 2) Down Street is an area of archaeological interest.
 3) From previous dialog with HVEC the preference is for roundabouts on the LRF to be R.L.

KEY:
 Mainline A1 road
 Local roads
 Access lanes
 Boundary



WHEEL DRIVE

LOCAL ACCESS ROAD WITH
ONE WAY WITHOUT PROPOSED
JUNCTION

WHEEL DRIVE

WHEEL DRIVE

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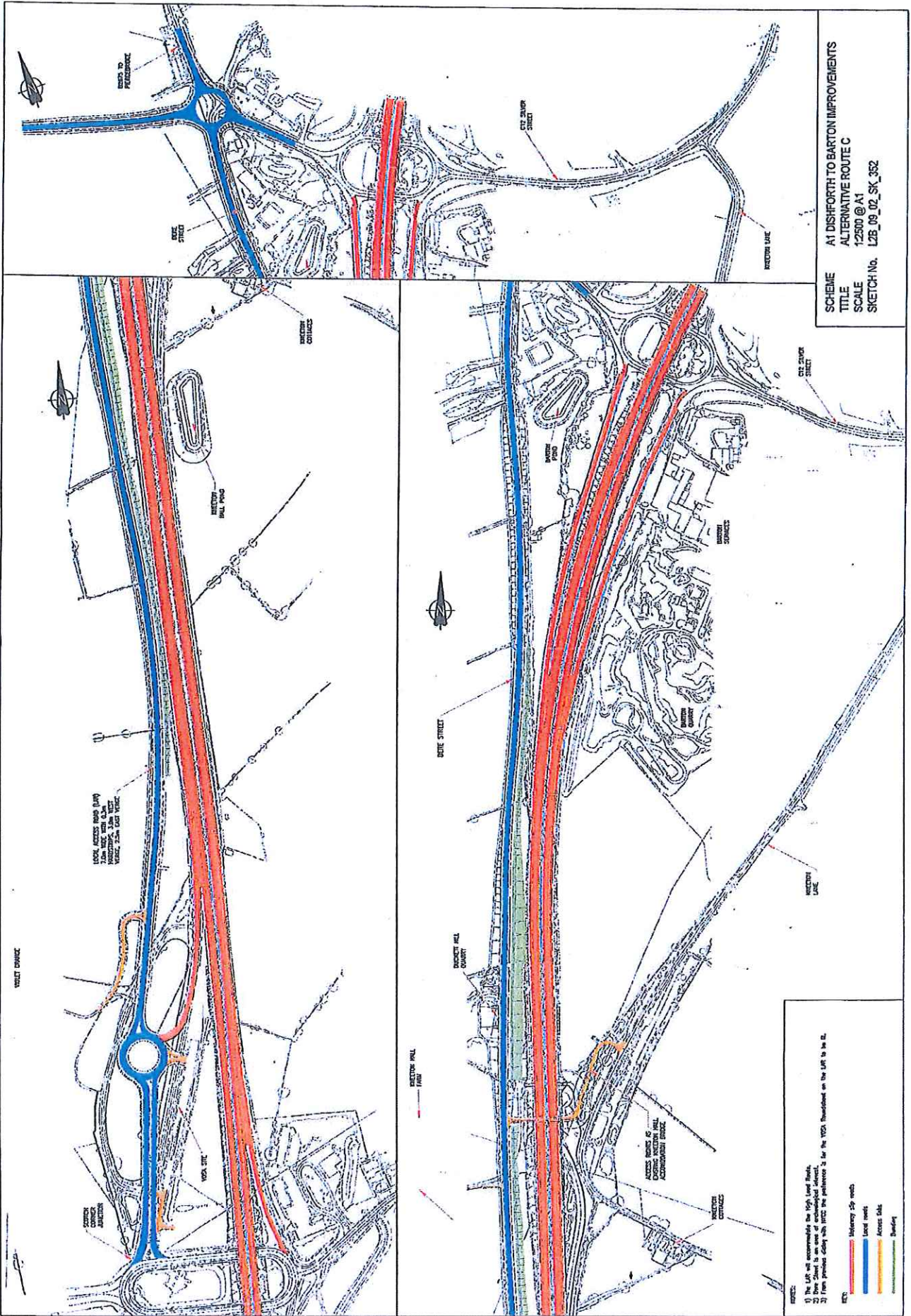
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SCHEME A1 DISHFORTH TO BARTON IMPROVEMENTS
 TITLE ALTERNATIVE ROUTE C
 SCALE 1:2500 @ A1
 SKETCH NO. L2B_09_02_SK_392

NOTES:
 1) The LUR is shown as a light blue line.
 2) The plan is based on the Y2025 Roadside on the LUR to the R2.
 3) From previous design with Y2025 the reference is for the Y2025 Roadside on the LUR to the R2.

KEY:
 Inter-city slip roads
 Level works
 Access Sides
 Boundary

SCOTCH CORNER TO BARTON A1 UPGRADE

The North Yorkshire Local Access Forum wishes to fulfil its role by providing advice to the Planning Inspectorate, which is a 'Section 94(4) body' as defined within the CROW Act, on matters relating to access provision for those without a car.

We should like to draw the Inspector's attention to the fact that the Highways Agency had not got design plans ready at their public exhibition of other upgrading sections of the A1 in July 2013 and have not consulted the LAF since. Therefore our comments come from information obtained rather than specific objection to designs seen.

We are told that the section of LAR between Scotch Corner and Barton will be a width of 7.6m. wide carriageway, in order to tie in with Kneeton Lane into which it will run, within which a cycle strip of a mere 50cm. will be provided. If a 1m. cycle strip was promoted as the minimum acceptable in 2006 by the HA and the Inspector, why should anything less be deemed safe now? Cost doesn't come into it as NMUs should be able to travel on new roads with as much confidence as motorists. A cycle strip keeps vehicles away from the verges which will be used by horse riders, so a narrow verge dramatically increases the risk of frightened horses causing motorists accidents.

It seems to the LAF that as the verges on Kneeton Lane are well excess of 3m. for most of the way it would be perfectly possible to widen the carriageway into the verge by at least 50cm. to give a proper 1m cycle lane, and therefore the newly-created section of LAR should be built to match what could be achieved for NMU safety on the Kneeton Lane. The provision should not be determined the other way round. It should be remembered that the LAR will be used by all motorway traffic in times of accident on the nearby motorway. The width of the grass verges on the new LAR section have not been revealed to us, but the LAF is very concerned that the safety margins which are already minimal will be compromised further. The HA has, in the past, justified lack of NMU provision on the grounds that they predict very low usage without the benefit of a survey, but this misses the point as a new road should be designed for the needs of all road users, not just those the HA decide. This was enshrined in the old PPG 13, the soundness of which is still pertinent.

On the completed section of upgrade between Leeming and Baldersby the cycle strips are not the 1m set out at PI, nor has the verge provision of 2.5m been honoured. This has resulted in next to no use of the LAR southbound as users do not find travelling with sub-standard margins alongside heavy wagons a safe option. The cavalier treatment of NMUs by the Highways Agency has been profoundly disappointing in the upgrading operation to date, and the so-called 'finished' sections of upgrade are still unfit for purpose in a bid to save money at the expenses of NMUs.

The LAF would also like to point out to the Inspector that a linkage into the remains of Dere Street, from the bridleway bridge near Kneeton Hall would make an obviously useful and safe route for NMUs, and for the HA to protest that this is not within their remit or power is their typically negative response to NMU needs. Compulsory purchase of land happens all the time in road schemes and the LAF is of the opinion that if the will is there, then opportunities can be made for positives. Sadly cash-strapped NYCC is unlikely to be able to further this really good route in the future to the detriment of NMU journeys.

John Taylor, Chairman North Yorkshire Local Access Forum