

**NORTH YORKSHIRE LOCAL ACCESS FORUM****4 JUNE 2014****UPGRADE OF THE A1****Report of the Countryside Access Officer – Waste and Countryside Services****1.0 PURPOSE OF REPORT**

- 1.1 This report is an update on the progress associated with the outstanding issues in respect of Non-Motorised Users access from Dishforth to Leeming and the latest position regarding the A1 upgrade between Leeming and Barton.

**2.0 BACKGROUND**

- 2.1 Following concerns raised by North Yorkshire County Council regarding a number of outstanding issues within the Non-Motorised Users Safety Audit, the Highways Agency was approached and asked to respond to this matter.
- 2.2 At the conclusion of the consultation process regarding the A1 upgrade between Leeming and Barton a Public Inquiry was held on Tuesday 4<sup>th</sup> February 2014 to deal with outstanding issues in respect of the supplementary draft orders between Scotch Corner and Barton.

**3.0 RYEDALE DISTRICT COUNCIL PROPOSAL**

- 3.1 In response to the Non-Motorised Users Safety Audit, the Highways Agency has recently produced a Completion of Construction Stage Non-Motorised Users Audit. This document identifies all the agreed outstanding issues and recommendations.
- 3.2 The Highways Agency is in the process of publishing the Designers' Response and Exemption Report in response to the Completion of Construction Stage Non-Motorised Users Audit.
- 3.3 Following the publication of these two Highways Agency reports, North Yorkshire Council as the Highway Authority will have the opportunity to comment on the recommendations, responses and exemptions contained within these documents.
- 3.4 At the writing of this report, no decision has been published regarding the Public Inquiry held on Tuesday 4<sup>th</sup> February 2014 to deal with outstanding

issues in respect of the supplementary draft orders between Scotch Corner and Barton.

- 3.5 The Highways Agency held the initial Non-Motorised Users Engagement meeting for the A1 upgrade between Leeming and Barton at the beginning of March 2014. The draft minutes are attached as Appendix 1 for information.
- 3.6 The next Non-Motorised Users Engagement meeting is on Wednesday 4<sup>th</sup> June 2014. It is proposed that further meetings to engage with Non-Motorised Users will be held during the A1 upgrade construction period.
- 3.7 The Highways Agency has just provided North Yorkshire County Council as the Highway Authority with the latest version of the Memorandum of Understanding for consideration and comments. Public Rights of Way will have an opportunity to provide comments as deemed appropriate for issues associated with Non-Motorised Users.
- 3.8 The Local Access Forum will be provided with a further update on the progress of resolving the outstanding issues in respect of Non-Motorised Users access from Dishforth to Leeming and the A1 upgrade between Leeming and Barton at the next meeting.

#### **4.0 RECOMMENDATION**

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

DAVID BOWE  
Corporate Director - Business and Environmental Services

Author of Report: Brian Mullins

Background Documents: Appendix A – Draft minutes

## NMU Engagement Meeting No.1

Friday 7<sup>th</sup> March 2014

## A1 (M) LEEMING TO BARTON IMPROVEMENT

**Issue Date:** 18<sup>th</sup> April 2014

**Subject:** A1 Leeming to Barton Improvements

**Reference:** A1D2L – NMU Engagement Meeting

**Client:** Highways Agency

**Meeting Date:** 7<sup>th</sup> March 2014

**Time:** 14:30hrs

**Location:** Baldersby Meeting Room at Leeming Bar Site Offices, Leeming Bar

**Present:**

Paul Beswick (PB)	AECOM
Alan Ross (AR)	AECOM
Dominic Stones (DS)	AECOM
Andrew Hepworth (AH)	AECOM
Gavin Russell (GR)	CTT
Albert Harrison	CTT
Martin Neil	ATKINS
Roger Wright (RW)	HA
John Marshall (JM)	Ramblers
Ted Darwin (TD)	Richmond Ramblers
Tony Wells (TW)	Richmond Ramblers
Rachel Connelly (RC)	BHS
Caroline Bradley (CB)	BHS
Brian Mullins (BM)	NYCC

**Apologies:**

Terry Ratcliffe (CTC)  
 John Taylor (NYLAF)  
 John Sugden (BHS)  
 George Bateman (Ramblers)  
 Barbara Gravenor (Swaledale Outdoor Club)  
 Rupert Douglas (Sustrans)

**Copy of minutes to:** Those present plus Sandie Forte Gill and Dave Chalk.

**Ref:** NMU Engagement Meeting No. 1

**Note Taker:** Lucy Key

**APOLOGIES**

PB Confirmed those who could not attend. He expressed concern that John Taylor the chair of NYLAFF could not attend because *“opinion or advice .... must be formulated after a discussion which members of the public are able to attend”*.

**INTRODUCTION**

ALL Everyone made their introductions.

AR Gave a brief description of the scheme to date and confirmed that the ‘Notice to Proceed to Construction’ for the Leeming to Barton scheme had been issued and works had now started.

The works currently on site were site clearance, fencing and earthworks.

The LAR between Scotch Corner was the subject to a Public Inquiry and we awaited the SoS response.

**NMU DESIGN**

PB Tabled the NMU Drawings which illustrated all existing and proposed routes as well as PRow widths, fencing provision, gates etc. He explained that the purpose of this meeting was to go through the proposals and describe the current scheme, gauge opinion and identify potential NMU design issues.

Summarised the NMU proposals as follows:

- LAR Verges 2.5 and 3.0m wide, the wider route being the furthest away from the new motorway wherever possible;
- All bridges to be include 1.8m high equestrian parapets;
- Minimum widths for footpath [2.0m] and bridleway widths [3.0m];
- All new footpaths and bridleways to be surfacing in grass; and
- Gaps would be provide on bridleway accesses unless the land is used for stock, where bridleway gates would be used; and
- Kissing gates would be provided at footpath access points.

The intention was to review the NMU provision by reviewing the preliminary design drawings between Leeming and Scotch Corner.

JM Requested a hard copy of the drawings that once the NMU plans had been finalised.

BM Confirmed that NYCC and the JV were currently seeking to agree a Memorandum of Understanding [MoU] which included NMU matters.

Confirmed that all PRow provision; including gates, styles and gaps would be to current British Standards being particularly mindful of equestrian needs.

RC Stated that the BHS preferred bridleway with was 4.0m where the route was fenced on both sides. PB reconfirmed that the route would be a minimum width of 3.0m in line with DMRB requirements.

CB Requested that there be the 'minimum use of gates' on bridleways. PB confirmed that gates on bridleways would only be used where adjoining land was used for stock grazing.

She also requested that barbed-wire was not used. PB confirmed that barbed-wire would not be used by the JV.

AR Confirmed that in line with the southern scheme the LAR carriageway would be 8.5m wide. The difference was that the width between white lines would be 7.6m, leaving a narrower separation strip. These changes had been made in response to the local highway agency [NYCC] requirements.

CB Expressed the BHS's concern that the reduced separation strip and requested that NYCC reconsider the wider active carriageway widths. She confirmed that during the BHSs pre-design correspondence, Dave Chalk confirmed that the separation strip would be 1.0m.

She also noted that the Inspector from the 2006 inquiry confirmed that 1.0m cycle strips would be a part of the LAR design.

PB Noted that this was a misunderstanding on the inspectors behalf, in that the 1.0m wide strips included as part of the 2006 scheme were never promoted as cycle strips, rather separation/service strips. However, this would not preclude cyclists from using them should they wish.

He asked the CTC and CTT members present if they would use the separation/service strip and they confirmed that they would not chose to do so unless necessary.

He also noted that the verges on the LAR had been widened [2.5 and 3.0m] to provide more than adequate separation between the live carriageway and any equestrians.

CB Noted that this separation would not be adequate for equestrians walking two or more abreast.

PB Then went through each of the NMU drawings in detail describing each PRow route, diversion and the provision in respect to gates, styles and gaps, bridleway parapets etc. The issues raised are as follows:

- BM confirmed, following an enquiry from the BHS, that the county council would investigate bridleway connections outside the scheme remit if requested to do so.
- CB requested that verges on the old south-bound carriageway through Catterick be landscaped. PB confirmed that subject to NYCC and MOD requirements this route would be landscaped.
- CB queries if the new Leases lane PMA and bridleway would have a gate. PB confirmed that the route would be gated for vehicular traffic but were mindful that equestrian access would also be considered and if possible a 'gap' left.
- AR confirmed that following discussions with NYCC the JV were considering an alternative layout at Tunstall Overbridge. This would require new orders. The alternative proposals were tabled and described. CB/RC expressed their concerns that the approved option allowed for widened verges across the structure, whilst the option had narrower verges. The BHS believe this would be a potential safety issue particularly with the high density of livery yards in the area and the loss of alternative routes across the A1.



- AR confirmed that at present Manor House bridge would remain, although it was recognised that this was not ideal in NMU terms, requiring an at-grade crossing of the LAR to access the new north south routes along the old A1 southern carriageway.
  - PB noted that at present the widened verge on the LAR ends as it meets the new Catterick junction and suggested that a NYCC may wish consider linking the verge up with the adjacent permitted footpath network within the former Pallet Hill quarry. BM confirmed that NYCC would look at this outside the A1 works.
  - PB described the new Sustrans multi-user route across Fort Bridge. In effect the new route would be on the northern verge, although the southern verge would remain as is. He did not that technically the existing route was for cyclists and pedestrians only, but the new route could be used by equestrians.
  - CB expressed the BHS's concerns regarding the crossings on the A6136 due to heavy traffic. DS confirmed that a NMU crossing in accordance with DMRB would be provided and would be subject to a safety audit.
  - CB requested that a new route at the base of the motorway embankment on the eastern side of the motorway in Brompton-on-Swale. PB confirmed that this would not be possible as the area in question was within the highway boundary and in any event the area included drainage, service runs as well as providing a maintenance route.
  - PB confirmed that on the LAR where the design was utilising existing verges and minimum widths could not be maintained, then consideration would be given to providing wider verges on the opposite side of the LAR.
- AR Confirmed the proposals at Scotch Corner, which were agreed at the 2006 Inquiry; including a 3.0m wide pedestrian/cyclist route around the junction. It was also confirmed that equestrian access through the junction would not be encouraged.
- PB Confirmed that the design of the LAR north of Scotch Corner would not be discussed until after the SoS decision on the PI was known.

**ANY OTHER BUSINESS*****Pedestrians***

Confirmed that they wish to receive copies of the final NMU proposals drawings. They also confirmed that whilst the LAR grassed verges are not ideal for pedestrians they would normally work on the edge of the carriageway and use the verge as a refuge as traffic passes.

***Cyclists***

Confirmed that they were satisfied with the provision on the LAR, as it replaced the north south route lost as the A1 was far too dangerous for cyclists in recent years.

The CTT also confirmed that they regularly took traffic counts on the existing sections of LAR on the southern section of the A1 and that usage was generally very low. They also confirmed that they would be happy to share their information with the HA.

They did note that one cyclist had been seriously injured when a motorist mistook the route for a dual-carriageway, and they asked that signage be designed to reduce the risk that this happens again.

**NMU Engagement Meeting No.1**

**Friday 7<sup>th</sup> March 2014**

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**NEXT MEETING**

June 2014 to be confirmed

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