

A1 Dishforth to Barton Upgrading Scheme

Draft Orders Publication - Revision of Preferred Route - Explanatory Statement and Non-Technical Summary of the Environmental Statement

Introduction

In June 2002, the Minister for Transport announced proposals for the upgrade of the existing 25 mile (40km) section of the A1 in North Yorkshire between Dishforth and Barton, to dual three-lane motorway. Public Consultation on the route alignment proposals took place in June 2005. The preliminary design of the scheme was then developed, taking account of comments received from local councils, parish councils, statutory consultees and members of the public. The scheme has now progressed to Preferred Route announcement and Publication of the Environmental Statement and Draft Orders. These are part of the statutory and legal framework required to deliver the proposed scheme. This leaflet gives details of the upgrade plans, sets out the next stages of the scheme and provides a Non-Technical Summary of the Environmental Statement.

Why improvements are needed

The A1 in North Yorkshire is a strategically important north/south route on the eastern side of the country serving the needs of industry, agriculture, commerce, tourist and long distance traffic. At Scotch Corner the A1 connects to the A66, the main trans-Pennine route to the M6 at Penrith.

Traffic flows on the existing A1, a two lane dual carriageway, are in the region of 45-54,000 vehicles per day of which approximately one-quarter are heavy goods vehicles. The existing route generally follows the 'Dere Street' Roman road except for deviations to the west at Leeming and Catterick. Constructed in the 1950's and early 1960's, the A1 fails to meet the current standards for layout and alignment. There are a high number of sub-standard accesses, central reserve crossings and local road junctions. Slow moving agricultural vehicles use the route to enter and exit farms and fields adjoining the A1. These problems cause delays, and increase the risk of accidents

Objectives of the Dishforth to Barton Improvement

- reduce current high levels of accidents
- reduce congestion and enhance journey time reliability
- minimise the impact of the scheme on the environment.

Public Consultation

Public consultation took place in June 2005. The public and stakeholders, including County and District Councils, were consulted. The majority (95%) of those consulted supported the principle of upgrading the A1 between Dishforth and Barton. Issues raised included safety, congestion reduction and improved traffic flow, journey time reduction, the poor standard of the existing road, promotion of a Bedale Bypass, business links, junction rationalisation, effects on Catterick and environmental impacts, particularly noise and visual intrusion. Having carefully considered the views expressed, the Highways Agency has amended some details of the scheme. The main changes are:

- Street Lane bridge to be provided
- Brompton South bridge to be retained for all users.

A number of further issues raised will be considered as the detailed design is developed.

Revised Preferred Route

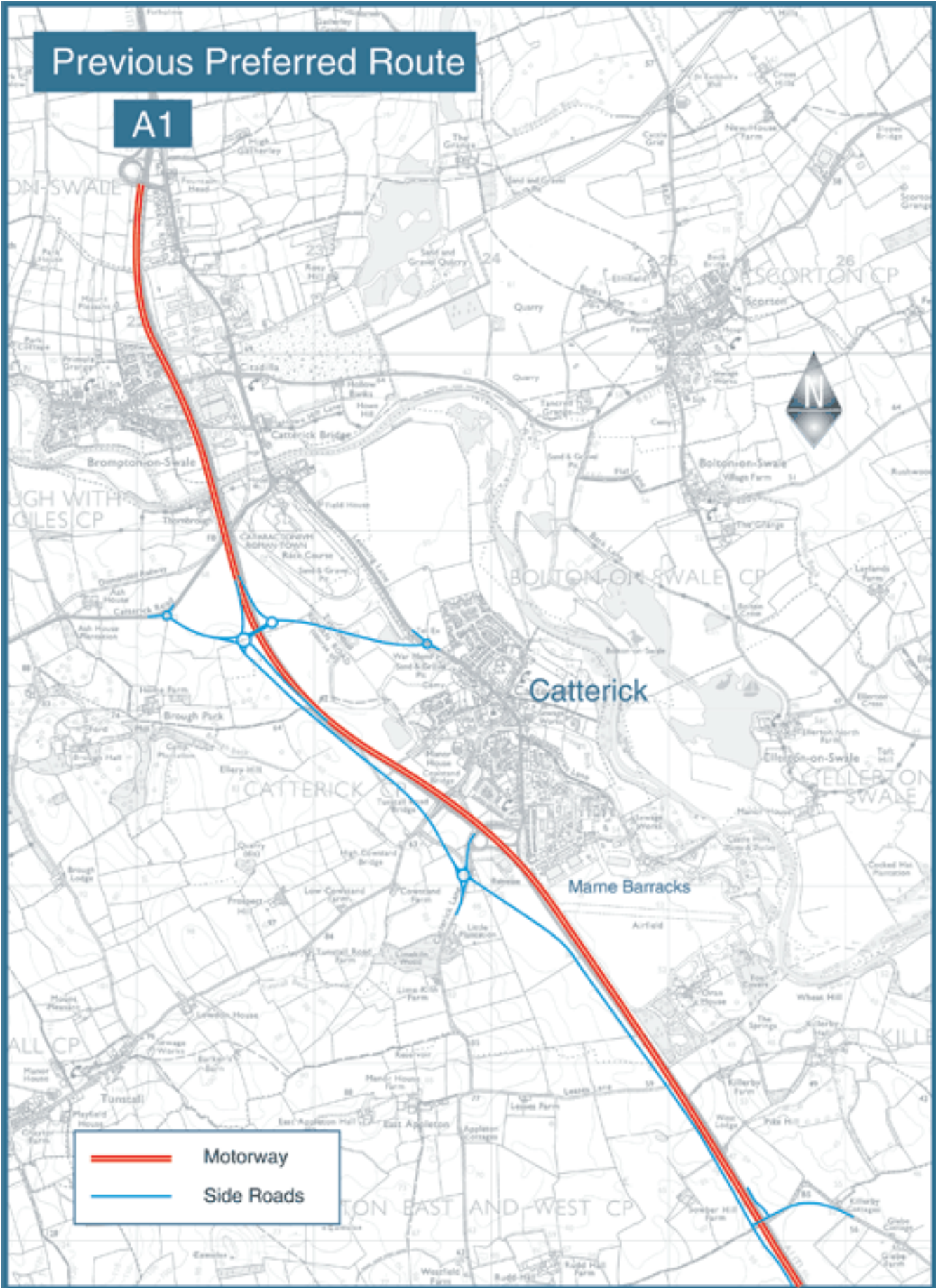
A1



	Motorway
	Side Roads

Previous Preferred Route

A1



Proposals including revision of Preferred Route

The proposed route is generally on the line of the existing A1 except for a section south of Catterick where the route is diverted to the west. This minimises impact on Marne Barracks and on the archaeology of the Scheduled Ancient Monument at Bainesse Farm. The Preferred Route has been revised to take account of this change. Motorway junctions are proposed at Dishforth, Baldersby (A61), Leeming, Catterick Central, Scotch Corner (A66) and Barton.

Other crossing points for all users, over or under the motorway, are to be provided at:

Rainton (existing bridge)
Sinderby
Street Lane
Burneston Hargill (Oak Tree underpass)
Gatenby
Londonderry
Bedale/Northallerton Road (A684)
Tickergate Lane
Catterick Lane/Tunstall Road
Catterick Road (A6136)
Brompton South Bridge
Brompton North Bridge (Station Road)
Catterick North Bridge

There will be crossings for pedestrians, cyclists and horse riders at Bedale Beck and Kneeton Hall.

Local access roads will be provided to meet the needs of local and non-motorway traffic at:-

- Baldersby Junction to Leeming Junction
- Low Street to Catterick Central Junction
- Catterick North to Scotch Corner Junction.

Motorway junctions will be lit. Overhead message signs will be introduced and environmental features will be added, including noise barriers, drainage ponds, earth

Non-Technical Summary of the Environmental Statement

Detailed environmental surveys and assessments have been carried out over the past 18 months to assist the preliminary design process and develop mitigation to reduce the overall environmental impact of the proposed route. Proposed environmental measures include

- landscaping to provide visual screening
- noise barriers where appropriate
- habitat creation for protected species
- further archaeological investigations.

Full details of planned mitigation measures are given in the Environmental Statement.

Landscape and Land Use

The scheme has been designed to be sympathetic with the existing landscape character of the area and nearby settlements. Where possible, mature vegetation will be kept and there will be extensive tree and shrub planting to screen views of the road. Wild flower planting will create new habitats along the road. Some agricultural land will be required to construct the scheme. Landowners will be provided with alternative access where appropriate.

Biodiversity

The proposed route affects one Site of Importance for Nature Conservation (SINC) at Catterick and a number of protected species have been identified along the route. Adverse impact on the SINC has been minimised by re-locating the Catterick Central junction to the edge of the site. New habitats will be created for protected species and some will be moved to alternative habitats.

Cultural Heritage

There are three nationally important archaeological sites along the proposed route at Healam, Bainesse and Cataractonium. Effects on these heritage resources have been minimised by realigning the route and modifying construction methods. Steps will be taken to investigate and record any archaeological features found during construction.



Noise and Air Quality

Low noise surfacing will be used on the new motorway to reduce traffic noise for nearby properties and settlements. In addition, earth mounds and fencing are provided at certain locations to further reduce noise. There will be no significant adverse effects on air quality as a result of the scheme.

Water Quality

Balancing ponds and other water flow controls will be provided to reduce the effects of the motorway on pollution and local flooding. The introduction of pollution control measures within the drainage system will further reduce pollution risks and have a significant benefit for water quality.

Pedestrians, Cyclists and Horses

A number of safe motorway crossings are included in the scheme. These will be of benefit to all users. Some diversion of existing crossing points and relocation of routes will be required. The planned local access road has been designed to allow the use of the verges by horse riders, and the provision of new links will maintain existing routes.

Statutory Procedures

There are various statutory and legal procedures that the Highways Agency must follow in order to progress this scheme to construction.

These include publication of the:

- [Appropriation Order](#)
Enables the existing route to be appropriated for improvement purposes
- [Scheme](#)
Enables creation of the new section of motorway
- [Side Roads Order](#)
Enables the legal closure and/or creation of non trunk road highways and private accesses
- [Detrunking Order](#)
Enables change of status of the existing A1 from trunk road to classified road, transferring the management and maintenance responsibility to the local highway authority.
- [Compulsory Purchase Order](#)
Enables the Secretary of State to acquire the land and rights necessary for the proposed scheme.

What Happens Next

Public Exhibitions displaying the proposals for the scheme and the Draft Orders will be held at the following locations: -

The Courtyard Suite, Leeming Bar Services

Friday 7th April 2006 between 10.00am and 8.00pm
Saturday 8th April 2006 between 10.00am and 4.00pm

Scotch Corner Hotel

Friday 26th May 2006 between 10.00am and 8.00pm
Saturday 27th May 2006 between 10.00am and 4.00pm.

Staff from the Highways Agency and their appointed contractor and design consultants will be available at the exhibitions to answer any questions.

The publication of these Draft Orders allows the proposals to be publicly scrutinised and formal comments to be received in the form of support, objection or other representation. The end of the period for comment, known as the Objection Period will be on 9th June 2006.

If there are unresolved objections to the proposals then a Public Inquiry into the Draft Orders will be held before an independent Inspector. Everyone who has supported, objected to or made other representations about the Draft Orders will be notified of the date of the venue at least six weeks beforehand. Notices will also appear in the local press.

Programme

Start of Works – Spring 2008
Completion – Spring 2011



Further Information

Copies of the Draft Orders and Plans together with the Environmental Statement, may be inspected free of charge during normal office hours from 31st March 2006 at the following locations:

Highways Agency, Information point, 9th Floor West, City House,
New Station Street, Leeds LS1 4UR

North Yorkshire County Council, Environmental Services, County Hall, Northallerton, DL7 8AD

Hambleton District Council, Civic Centre, Stone Cross, Northallerton, DL6 2UU

Richmondshire District Council, Swale House, Frenchgate, Richmond, DL10 4JE

Council of the Borough of Harrogate, Council Offices, Crescent Gardens, Harrogate, HG1 2SG

Bedale Library, Bedale Hall, Bedale, DL8 1AA

Copies of the Environmental Statement can also be purchased from the Highways Agency at the address below subject to the following charges (charges cover the cost of printing and materials only)

The Environmental Statement Volumes 1 and 2 at £370, plus p.p, Volume3 (Appendix) £120 plus p.p. A version of the complete Environmental Statement on CD is available at £20 plus p.p.

Letters of support, objection or other representation for the Draft Orders should be sent to:

Highways Agency,
9th Floor West,
City House,
New Station Street,

For real time traffic information:

08700 660 115

www.highways.gov.uk/trafficinfo

24 hours a day, 365 days a year

(Calls from BT landlines to 0870 numbers will cost no more than 8p per minute; mobile calls usually cost more)

For general Highways Agency information:

08457 50 40 30

email: ha_info@highways.gsi.gov.uk

24 hours a day, 365 days a year

(Calls from BT landlines to 0845 numbers will cost no more than 4p per minute; mobile calls usually cost more)

Driving through roadworks

If you do have to drive through roadworks, please take extra care.



- Keep to the speed limit - it is there for your safety
- Concentrate on the road ahead, not on the roadworks
- Keep a safe distance - there could be queues in front
- Get into the correct lane in good time - don't keep switching
- Be alert for works traffic leaving or entering roadworks
- Observe all signs - they are there to help you

Remember that tiredness can kill. Take regular breaks from driving.