

STATEMENT EXPLAINING THE PROPOSALS

INTRODUCTION

In March 2006 the Secretary of State for Transport published draft proposals for the upgrading of the A1 to motorway between Dishforth and Barton and, in October/November 2006 a public, local Inquiry was held, to hear objections to and representations about the following draft Orders and Scheme:

The A1 Motorway (Dishforth to Barton Appropriation) Order 20 (“Order no 1”)

The A1 Motorway (Dishforth to Barton Side Roads) Order 20 (“Order no 2”)

The A1 Motorway (Dishforth to Barton Section) Compulsory Purchase Order (MP No.) 20 (“Order no 3”)

The A1 Trunk road (Dishforth to Barton) (Detrunking) Order 20 (“Order no 4”)

The A1 Motorway (Dishforth to Barton Section and Connecting Roads) Scheme 20 (“Scheme no 1”)

Following consideration of the Inspector’s report on the Inquiry, the Secretaries of State, on 31st March 2008, published their decision on making the Orders for the Scheme, as follows:

- i) Order no 1, Order no 4 and Scheme no 1, be made as published in draft, and
- ii) Order no 2 and Order no 3 are modified and that so modified, be made.

The Secretaries of State accepted the Inspector's recommendations that the provision of local access roads along the full length of the Leeming to Catterick section and the Scotch Corner to Barton section should be further investigated and have asked the Highways Agency to bring forward new proposals for these sections in supplementary Orders, to be published in due course.

The recommendations mean that Order no 2 will be made for the length Dishforth to Leeming Junction (Site plans 1 to 13, as modified) and that Order no 3 will also be made for the length Dishforth to Leeming Junction (CPO Sheets 1 to 12, plus sheet 13 and 14 (in part). The length Leeming Junction to Barton (Site plans 14 to 25 and CPO sheets 14 to 25) will be subject to change, taking account of the recommendations outlined above.

PURPOSE OF THE DRAFT SCHEME AND ORDERS

The purpose of the Scheme and Orders is to authorise the Secretary of State:-

- a) to provide a dual three lane motorway (D3M) between Dishforth and Barton;
- b) to provide new motorway junctions to connect the proposed motorway with the local road network at Leeming and Catterick, with modifications to the existing junctions at Dishforth, Baldersby, Scotch Corner and Barton;
- c) to provide for the construction of new highways, alterations to existing highways, bridleways, footpaths and private means of access as would be necessary because of the construction of the new motorway;
- d) to remove the trunk road status from certain lengths of the existing A1 to allow it to be used as a local access road;
- e) to appropriate parts of the existing A1 into the new motorway boundary.

DESCRIPTION OF THE PROPOSALS DISHFORTH TO LEEMING SECTION

Dishforth to Baldersby

The Dishforth to Baldersby section is approximately 3.7 km in length between proposed motorway junctions.

The proposed scheme comprises on-line widening of the existing A1 carriageway, utilising symmetrical widening over much of the length. Adjacent to Rainton Services the motorway would widen asymmetrically to the east to avoid encroachment into the facility. It would then pass on-line beneath the existing Rainton Bridge, which is to be retained without modification.

At Dishforth interchange, north facing slip roads would be modified to motorway standard (replicating the existing situation).

Baldersby Junction (A61)

The existing grade-separated junction (all movements) and structure over the A1 would be retained generally in its current form. D3M would be provided through the junction, but with discontinuous hardshoulders. The existing slip roads would be realigned to motorway standard to join the A61 via a dumbbell roundabout arrangement.

Baldersby to Leeming

The Baldersby to Leeming section is approximately 18 km in length between proposed motorway junctions.

Between Baldersby and Leeming, the majority of the alignment is off-line to the east of the existing A1. There are exceptions to this at Sinderby, Gatenby Lane and Londonderry where the alignment of the motorway has been designed to either avoid properties or to maximise the use of existing infrastructure.

At Sinderby the alignment moves more on-line to avoid both Quernhow Café and Leeming Lane Farm to the south and Swards agricultural machinery workshops to the north. An underbridge is proposed at this location to maintain east-west movements across the motorway and a connection to the Local Access Road (LAR) from the east side of the A1.

In the Healam Bridge area the alignment moves further off-line to the east to avoid the demolition of a Grade II listed structure and the principle archaeological focus of the Roman settlement and fort in the Healam Bridge SAM.

At Gatenby Lane the alignment moves on-line, retaining the existing modern overbridge in its current form. There would be no connection to the motorway at this location and the existing slip roads would be removed. The retained structure would provide a link over the motorway from RAF Leeming and Gatenby Village to the LAR on the west side.

At Londonderry the alignment moves to on-line widening to the west and the existing overbridge at Londonderry junction is to be replaced. This structure is required to maintain east to west farm movements and access to the lorry park at Londonderry via the LAR. There would be no connection to the motorway at Londonderry and the existing slip roads would be removed.

Leeming Junction

In the Leeming area a new motorway junction would be constructed, approximately 1km north of the existing A1/A684 junction. The proposed arrangement is an all movements grade-separated junction with dumbbell roundabouts. The motorway would pass over the side road approximately 3 metres above existing A1 road levels whilst the side road would be in cutting up to a depth of 6 metres below existing ground level.

A LAR would be provided between the new junction and the existing A1/A684 junction along the west side of the motorway. It would utilise the existing A1

northbound carriageway and structures crossing the A684 and Wensleydale railway line. A new link between the junction and Leases Road is would provide a connection to the local road network to the east.

DETAILED DESCRIPTION OF THE SIDE ROAD ORDERS

The proposed alterations to existing highways, bridleways, footpaths and private means of access are shown on the plans contained in the Side Roads Order.

The main changes to be carried out on the motorway proposals are: -

- the closure of parts of Sleights Lane, Shambles Lane and New Road (site plan 2);
- the improvement of Underlands Lane, the realignment of the A61 and the closure of part of Humphrey Balk Lane (site plan 3);
- the improvement of Hergill Lane and Hollins Lane and the closure of parts of Footpaths 2 and 3 (Parish of Baldersby) and Hergill Lane (site plan 4);
- the improvement of Silicar Lane and Coldstone Lane, the realignment of Bridleway No.1 (Parish of Baldersby) and the closure of parts of Bridleway No. 1 (Parish of Baldersby and Bridleway No. 2 (Parish of Howe) (site plan 5);
- the improvement of the B6267 and Sinderby Lane and the closure of parts of the B6267 and Sinderby Lane (site plan 6);
- the improvement of Stapely Lane and the closure of parts of the B6267 and Footpath No. 1 (Parish of Pickhill with Roxby) (site plan 7);
- the improvement of Swainby Lane and Burneston Hargill and the closure of part of Swainby Lane (site plan 9);

- the improvement of Bridleway No 1 (Parish of Theakston) and the closure of parts of the A1 slip roads and Dere Street (site plan 10);

- the improvement of the C115, Unclassified County road known as Green Gate and Dere Street and the closure of parts of the A1 slip roads, Unclassified County road known as Green Gate and Footpath No 1 (Parish of Exelby, Leeming and Newton) (site plan 11);

- the improvement of Unclassified County Road known as Mill Lane and the closure of parts of Unclassified County Road known as Mill Lane and Bridleways Nos 1 and 2 (Parish of Aiskew) (site plan 12);

- the improvement of the A1/A684 northbound slip road, the A684 and Unclassified County Roads known as Back Lane and Leases Road and the closure of parts of the A1 southbound slip road, Unclassified County Road known as Back Lane and Bridleway No 2 (Parish of Aiskew) (site plan 13);