

Leeming to Barton A1 Improvement

Start of works exhibition

March 2014

Welcome



Leeming to Barton Improvement **A1**

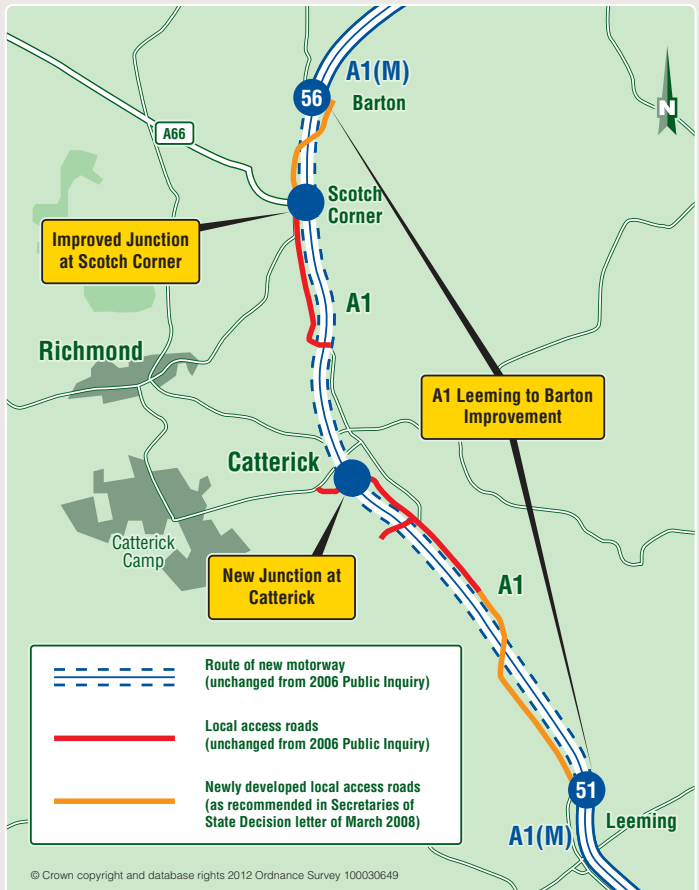
Introduction

Following the public inquiry in November 2006, the Secretaries of State for Transport and Communities and Local Government announced the decision to proceed with the Dishforth to Leeming section of the A1 Dishforth to Barton improvements. This section was successfully completed on time and within budget and was opened March 2012.

In December 2012 the Chancellor of the Exchequer delivered his autumn statement to Parliament announcing the decision to proceed with the remaining section of the scheme between Leeming and Barton.

Development of the motorway and local access road between Leeming and Barton is now complete and made Orders for the section between Leeming and Scotch Corner have now been published.

This exhibition shows details of the proposals for this section.



Leeming to Barton Improvement **A1**

Timeline

Autumn Statement
December 2012

In December 2012 the Chancellor of the Exchequer delivered his Autumn Statement to Parliament announcing the decision to proceed with the remaining section of the scheme between Leeming and Barton.

May 2013

Draft supplementary Side Road Orders and Compulsory Purchase Orders published for Leeming to Scotch Corner section.

July 2013

Draft supplementary Side Road Orders and Compulsory Purchase Orders published for the Scotch Corner to Barton section.

November 2013

Published made Orders for Leeming to Scotch Corner section.

February 2014

Public Inquiry for Scotch Corner to Barton section.

March 2014

Start of works on the Leeming to Scotch Corner section.

February 2017

Local access road fully operational.

March 2017

New A1(M) fully operational.

Constructing the project

The project will be constructed as follows:

■ **Southern Section – Leeming junction to Leases Lane**

In this section the new alignment largely follows the route of the existing A1. Parallel widening construction methods will be adopted and a new local access road will be constructed to the west of the A1

■ **Central Section – Leases Lane to Catterick North bridge**

In this section the new alignment is to the west, re-joining the A1 at Fort Bridge. Through Brompton-on-Swale works will be to the east to avoid adversely impacting the residential area. Both new build and widening construction methods will be adopted and the existing A1 northbound carriageway will form the local access road

■ **Northern Section – Catterick North bridge to Barton junction**

The new alignment from Catterick to Scotch Corner is largely to the east of the existing A1. A combination of new build and parallel widening methods will be adopted with the existing northbound carriageway forming the local access road.

During construction

The project will be registered with the Considerate Constructors Scheme and we will work with our dedicated public liaison team to look for innovative ways to deliver the scheme with a positive community benefit.

We will communicate with the local community through

- The Highways Agency's website
- Social media (Facebook and Twitter)
- Traffic management bulletins
- Key liaison group meetings
- Letters to affected residents and businesses
- Talks at parish council meetings and schools

Throughout the works, our primary objective will be the health and safety of the public and our workforce. Our aim is to deliver the scheme efficiently, with minimum disruption whilst achieving excellent health and safety standards.



Local access road (Leeming to Catterick)

A new local access road will run parallel with the new motorway. This local access road will cater for local traffic, including agricultural vehicles and other road users not permitted to use the motorway. It will also act as a diversion route in the event of an emergency road closure on the A1(M).

A new local access road will start at the recently constructed Junction 51 (Leeming) and heading northwards on the west side of the new motorway, before crossing on a new bridge south of Low Street then running on the east side of the motorway towards Catterick.



Scotch Corner to Barton

The section between Scotch Corner and Barton is approximately 2 miles in length and, subject to the result from the recently held Public Inquiry, includes:

- Motorway widening on both the east and west side
- The provision of a new local access road
- Minor improvements to the Scotch Corner junction
- A two lane motorway underneath Scotch Corner junction
- An increase to three lanes at the point where the A1 joins with the A66

We are currently waiting for the Inspector's recommendations to the Secretary of State before continuing with the design for this section.

The Secretary of State's decision is expected in Autumn 2014.

Environmental mitigation

The environmental statement details a series of measures which will minimise the impact of construction on the surrounding environment.

As you drive along the new motorway between Dishforth and Leeming you can see a number of areas where work to mitigate environmental impact has already been undertaken.

Here are some of the actions we intend to implement as part of the proposals to minimise the impact of the construction works.

Nature conservation

We have started creating new habitats away from the road for great crested newts and bats as well as protection for badgers. These habitats will be created in advance of construction so that we

can relocate any protected species which are within the construction area. These habitats are in addition to those created within the balancing ponds.

All site clearance work is carried out in advance of the bird nesting season.

A full time ecologist will be on site during the construction and habitat creation to ensure that protected species are not harmed during the works.

All works related to protected species will be carried out under appropriate licenses.



Environmental mitigation

Balancing ponds

Water draining from the road will be collected in ten balancing ponds. These ponds are designed to store water, allowing pollutants to settle out before the water drains into local watercourses. The creation of balancing ponds contributes to sustainable drainage solutions and pollution prevention, as well as providing an opportunity for habitat creation and improving ecological diversity within the area.

Existing planting

Where possible, existing mature trees and hedge planting will be retained to maintain and improve the current resource and to provide screening. The relocation of important hedgerows will be considered where practical.

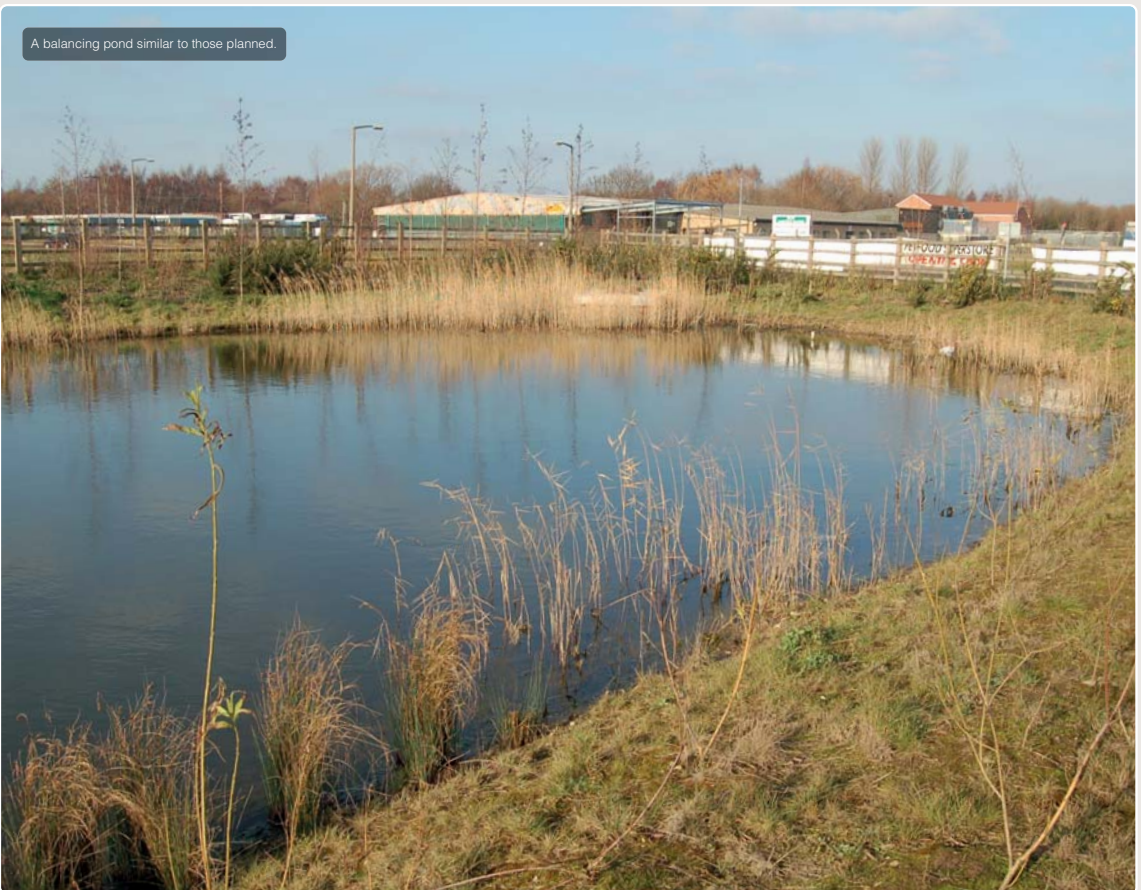
Noise and air quality

We have undertaken noise monitoring along the route prior to the start of construction as a baseline against which to measure any changes during construction.

Air quality monitoring will be undertaken throughout construction and a management plan will be put in place to manage dust.

A full time environmental manager, based on site, will oversee all of the environmental aspects of the improvements.

A balancing pond similar to those planned.



History and archaeology

Historic buildings

We have undertaken a review of all historic buildings affected by the improvement scheme. Where construction impacts are unavoidable, structures of historic interest, such as North Lodge and South Lodge, have been recorded in detail and mitigation measures undertaken.

Historic landscape features

Features such as the earthwork remains of ridge and furrow and ancient boundaries are being recorded during site clearance work and we are maintaining a watch for other historic landscape features, such as mileposts.

Archaeology

A number of archaeological sites have been identified for excavation in advance of construction work, including Nationally Designated Romano-British sites. A full-time team of archaeologists are in attendance during site clearance work and topsoil removal in order to undertake these excavations and to identify and record any additional sites encountered.

Coins found on the A1 Dishforth to Leeming Improvement Scheme.



Archaeological surveys during the A1 Dishforth to Leeming Improvement uncovered many finds including this horse skeleton. Similar surveys will take place between Leeming to Barton.



Access for pedestrians, cyclists and horse riders

The proposals will provide enhanced access for pedestrians, equestrians and cyclists along the length of the scheme through the provision of a continuous local access road between Leeming and Barton.

The scheme design will create circular routes on each side of the motorway for equestrians, pedestrians and cyclists. Connections will be provided across the motorway from east to west utilising existing or new bridges.



Some facts and figures

The following facts and figures indicate the size and scale of the works that will be taking place:

- 13 miles of new motorway
- 11 miles of local access road
- The route carries between 59,000 and 69,000 vehicles each day
- More than 50 miles of fencing – twice the width of the English Channel between Dover and Calais
- Around 600,000 tonnes of road surface will be laid – equivalent to the weight of 1,500 jumbo jets
- Around 2.8 million cubic metres of earth to be moved – enough fill over 1,100 Olympic sized swimming pools
- Over 70 miles of new drainage – enough to stretch from Newcastle to Ripon
- 10 new bridges
- 3 culverts
- Modifications to 7 bridges and culverts, including the Agricola bridge, Catterick North bridge and the bridges at Scotch Corner junction
- All the trees and shrubs planted as part of our works will be native species
- Around 18 miles of new hedgerows
- 28 hectares of new woodland and 14 hectares of new wild flower grassland – a football pitch is about one hectare
- A new junction at Catterick Central
- Up to 800 new jobs created
- The completed scheme will help to save 20 lives and prevent more than 450 accidents over the next 60 years

These figures are approximate and may change during the course of the works.



Diversion routes

Diversions will be necessary for certain major works on the A1 Leeming to Barton scheme. These works will include activities such as the installation of traffic management measures, resurfacing carriageways, removal of overhead electric power cables, night time slip road closures and bridge demolitions.

The diversions will generally be in operation between 8pm and 6am.

We will advertise details of the diversion routes in advance in local press and on road signs.

We will update our website page when diversion routes are in operation and if you subscribe to updates on this page you will be automatically informed of all planned diversions.



WWW

Visit the scheme web page at
www.highways.gov.uk/roads/road-projects/a1-leeming-to-barton-improvement

We will distribute leaflets explaining the details of diversions to houses and businesses in the affected areas and at local service stations and petrol stations.

The diversion route for any main closure of the A1 between Leeming and Barton will use the A66, the A19 and the A168.



The team

Client/Employer	
Employer’s Agent	 
Employer’s Valuation and Property Adviser	
Joint Venture Contractor	
Contractor’s Designers	 
Local Highway Authority	

Contact us

If you want to contact us or find out more about this project, you can:



Visit the scheme web page at
www.highways.gov.uk/roads/road-projects/a1-leeming-to-barton-improvement



Email us: **A1LeemingtoBarton@highways.gsi.gov.uk**



Find us on Facebook by searching for: **A1 Leeming to Barton**



Find us on Twitter: **www.twitter.com/HAttraffic_yorks**
@HAttraffic_yorks



Call us on: **0161 930 5759**



Write to us at:

**A1 Leeming to Barton Project Team
Major Projects North
Highways Agency
Piccadilly Gate
Store Street
Manchester
M1 2WD**

or:

**A1 Leeming to Barton Site Office
Leases Farm Quarry
Leases Bridge
Leeming Bar
Northallerton
DL8 1DU**