

The A1 Through Yorkshire



THE DEPARTMENT OF TRANSPORT

MINISTER'S MESSAGE

The Government considers the A1 through Yorkshire to be of great strategic importance. It is the major North-South route, east of the Pennines and serves many towns and cities giving vital access for industry and the private motorist.

The A1 is a very busy road and carries a large number of vehicles every day, a high proportion of which are Heavy Goods Vehicles. This traffic is forecast to grow considerably by the turn of the century.

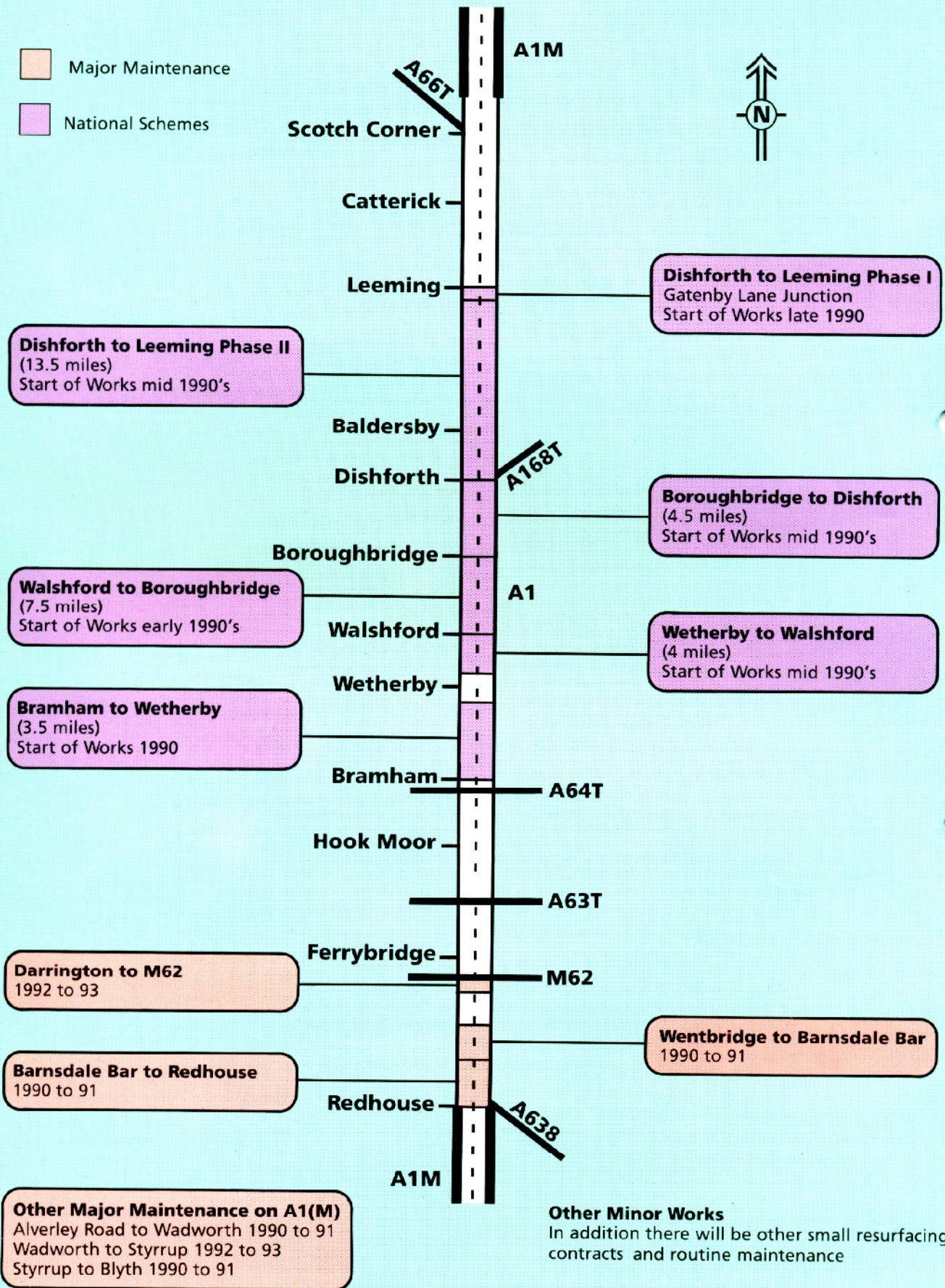
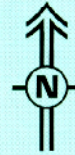
This brochure illustrates the Government's proposals for improving the A1 so that it can fully cater for future traffic needs.



ROBERT ATKINS
Minister for Roads and Traffic

Roadworks on the A1 between 1990 and 1995

- Major Maintenance
- National Schemes



INTRODUCTION

The A1 needs to be improved. It is a priority task. This brochure answers some of the questions frequently asked about the Department's plans.

HOW MUCH TRAFFIC DOES THE A1 CARRY?

The average traffic flow on the 90 miles of A1 in Yorkshire is 42,000 vehicles per day in 1989. The proportion of Heavy Goods Vehicles is about 25% of the total traffic flow. Traffic is forecast to grow by between 23% and 40% by the year 2000.

IS THE A1 A DANGEROUS ROAD?

Over the period between January 1985 and June 1989 there have been 71 fatal and 364 serious injury accidents on the A1 in Yorkshire. Accident rates vary but the average rate is below that experienced on dual carriageways. However, when an accident does occur it tends to result in more serious injuries than on 'A' roads generally because of higher vehicle speeds on the A1.

WHY IS TRAFFIC DELAYED ON THE A1?

Traffic delays generally occur when roadworks are carried out because lanes have to be closed or contra flows introduced. Roadworks are especially disruptive on the A1 because there are only 2 lanes in each direction. Any lane closure halves the available capacity in any one direction. The roadworks are necessary because the A1 takes a considerable pounding from the many Heavy Goods Vehicles it carries every day. Consequently essential maintenance work must be carried out to ensure the structural integrity and safe condition of the road. Also the existing road needs to be widened, central reserve gaps closed, and the remaining junctions improved so that the A1 can safely accommodate future traffic.

WHAT WORK HAS BEEN RECENTLY COMPLETED?

The installation of central reserve safety fencing is nearly complete and many central reserve crossovers are now closed. New junctions at Barnsdale Bar, near Doncaster, Baldersby, Wetherby and Dishforth have been constructed. Major maintenance work has been completed on the A1(M) north of Scotch Corner, Catterick bypass and between the A63 and the M18 junctions.

WHY ARE WIDENING AND OTHER IMPROVEMENTS NEEDED FOR THE A1?

Widening of the A1 from a dual 2 lane to at least a dual 3 lane road is necessary to ensure the road has sufficient capacity to cater for traffic needs into the next century. Most of the existing junctions and parts of the road alignment also need improving to meet the Department's standards for this class of road.

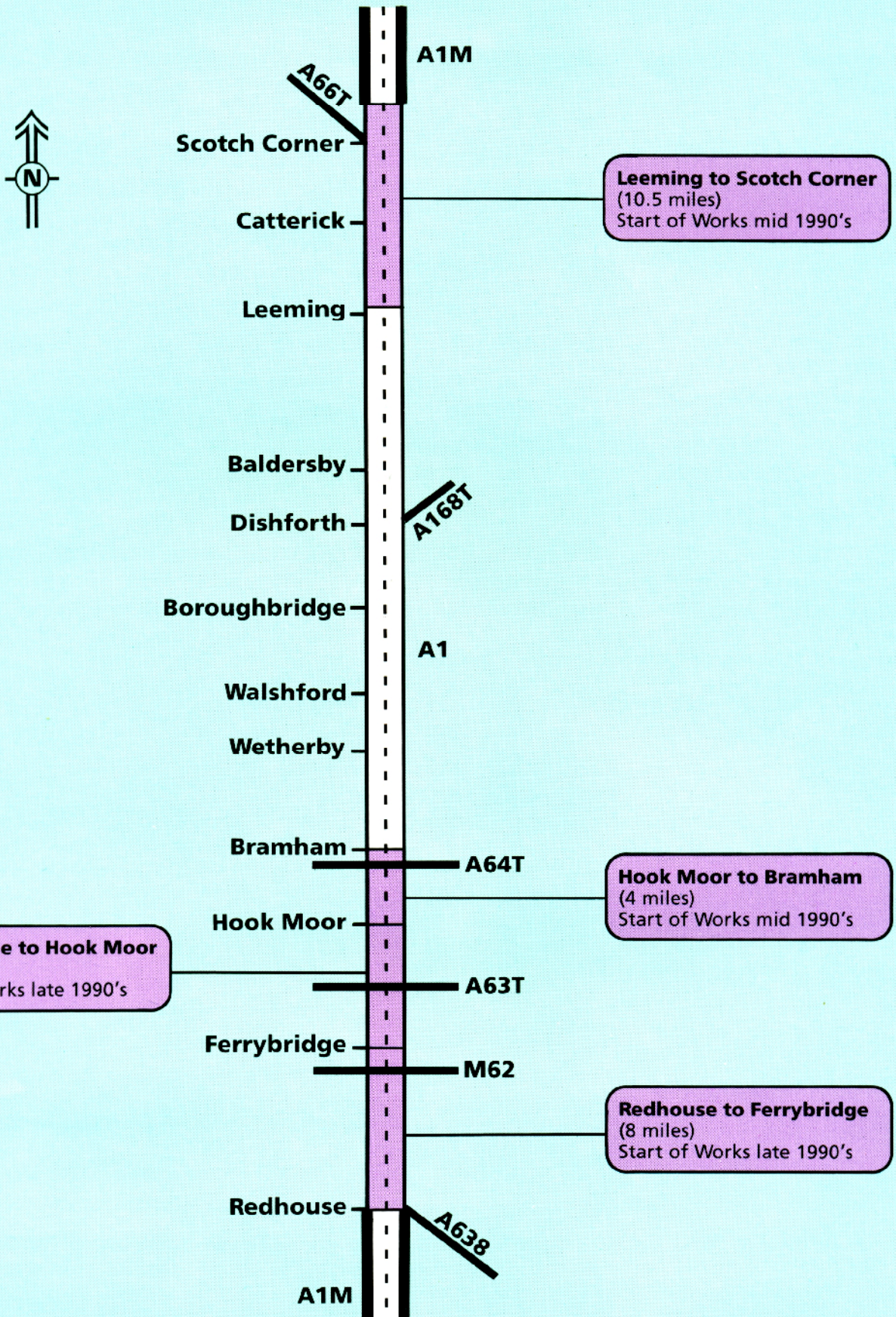
WHAT IMPROVEMENT WORKS ARE PLANNED?

The Department's Trunk Road Programme contains proposals for 10 schemes to improve a total of 65 miles of A1 in Yorkshire. The cost of these improvements is estimated to be £350m. The phasing and location of this work is shown on the diagrams in this brochure. The next road scheme to be constructed is the section from Bramham to Wetherby. Here the work consists of widening to a dual 3 lane all-purpose road with hardshoulders, closure of central reserve gaps and upgrading junctions to grade separated standard with motorway style slip roads.

WILL THE A1 BE MADE INTO A MOTORWAY?

It has already been announced that the section of A1 between Redhouse and Hook Moor will be widened and upgraded to a motorway. As the Bramham to Wetherby section has completed its passage through the statutory procedures, construction will take place to 'near motorway' standard. This will provide a safer high capacity road at the earliest opportunity. The 1989 White Paper 'Roads for Prosperity' announced a review into whether the A1 should be a motorway. This study has been commissioned in Yorkshire.

Roadworks on the A1 between 1995 and 2000



There will also be routine maintenance

HOW ARE THE IMPROVEMENTS TO BE CARRIED OUT?

The improvements to the A1 will be carried out as a series of roadworks contracts between Redhouse and Scotch Corner over the next 10 years. This is necessary to limit the disruption to traffic flow and because schemes are at varying stages of completion. Each contract will be carefully planned and phased so as to fit in with other works on the A1 and keep traffic delay to a minimum.

WHAT EFFECT WILL THE IMPROVEMENT WORKS HAVE ON TRAFFIC?

Most of the improvement works can be carried out by maintaining two lanes of traffic in each direction thereby reducing traffic delays. However, there will be occasions during construction when traffic will have to be restricted to a single lane in each direction. These periods will be limited to the minimum time necessary to carry out such works.

HOW LONG WILL IT TAKE FOR ALL THE IMPROVEMENTS TO BE COMPLETED?

The improvements planned for the A1 are being designed by Consulting Engineers employed by the Department of Transport. The schemes are at varying stages of preparation, depending on when they entered the Roads Programme. Construction work on the A1 will take place throughout the 1990s and is programmed for completion by the year 2000.

WHY DO THESE IMPROVEMENTS TAKE SO LONG TO REACH CONSTRUCTION STAGE?

The design of improvement schemes is only one part of the preparation process. There are also statutory and other procedures that must be followed by the Department of Transport for each scheme before any construction work can begin. These procedures take time and protect the rights of individuals. Until they have been completed satisfactorily the Secretary of State cannot proceed with the schemes.

WILL MAINTENANCE WORKS BE NEEDED ON THE A1 BEFORE IT IS WIDENED?

Yes, there is a programme of major maintenance works south of Bramham which will be undertaken over the next 5 years at a cost of around £35m. Other major maintenance on the A1 will be incorporated with the widening works. The need for day to day maintenance works, to ensure the safety of traffic, will continue. In addition regular surveys of the road condition need to be carried out to identify essential works.

WHEN ARE MAINTENANCE WORKS CARRIED OUT?

The normal time to carry out such work is between Spring and Autumn when temperatures permit the laying of bituminous materials. Design standards are being enhanced to reduce the frequency of these works. For example when an improvement scheme is now carried out a period of 15 to 20 years should elapse before further maintenance work is needed.

WHAT STEPS ARE TAKEN TO REDUCE TRAFFIC DELAYS CAUSED BY ROADWORKS?

By limiting the lengths of individual schemes and by providing long unaffected sections of road between any roadworks. By the careful planning and phasing of schemes. By controlling the amount of single lane working. By using good signing and traffic management techniques. By using night time working for short term operations and combining night and day working for longer term operations. Lane restrictions are also avoided during Bank Holidays and other peak periods. Advanced warning of roadworks is given by leaflets, recorded phone messages and the use of the radio networks.

Further information about A1 roadworks is available -

On the radio



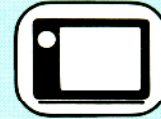
- ★ Radio Aire AM 362m/828 kHz
FM 96.3 mHz
- ★ Radio Cleveland AM 194m/1548 kHz
FM 95 mHz
- ★ Radio Hallam
Barnsley area AM 230m/1305 kHz
FM 102.9 mHz
Doncaster area AM 303m/990 kHz
FM 103.4 mHz
Sheffield area AM 194m/1548 kHz
FM 96.1 mHz
- ★ BBC Radio Leeds AM 388m/774 kHz
FM 92.4 mHz
- ★ Pennine Radio AM 235m/1278 kHz
FM 102.5 mHz
- ★ BBC Radio Sheffield AM 290m/1035 kHz
FM 104.1 mHz
- ★ BBC Radio York AM 450m/666 kHz
FM 103.7 mHz

By telephone



- ★ from the Department of Transport's A1 24-hour phone line, Leeds (0532) 410105, gives up to date information of roadworks on the A1 in Yorkshire and indicates likely delays
- ★ from motoring organisations:
AA: Leeds (0532) 438161 (24 hrs)
RAC: Leeds (0532) 436091
(9.00-17.00 hrs Mon-Fri;
9.00-12.15 hrs Sat)

On Teletext



- ★ the latest road information is available on teletext services
BBC Ceefax — page 156
ITV Oracle — page 184 and 185

