

Consultation



HIGHWAYS
AGENCY



A1
MOTORWAY

INTRODUCTION

In June 2002 the Minister for Transport announced the addition of a scheme to upgrade the A1 to motorway between the A64 Bramham Crossroads Junction and Wetherby to the Targeted Programme of Improvements. The decision followed a Roads Based Safety Study between Bramham and Barton. This leaflet describes the proposals for the upgrading to motorway of the 10km length of A1 between the A64 Bramham Crossroads Junction and the Kirk Deighton New Junction which will be constructed as part of the Wetherby to Walshford Improvement Scheme.

As part of the A1 Darrington to Dishforth Design, Build, Finance and Operate (DBFO) Project the A1 will be upgraded to a dual 3-lane motorway between Wetherby and Walshford. Work on the construction of this scheme will start in 2003 and be completed in 2005. This contract will provide a new junction east of Kirk Deighton and close the York Road junction with the A1. By the time the Bramham to Wetherby scheme reaches construction stage the Wetherby to Walshford scheme will be open to traffic, consequently the proposals set out in this leaflet assume the Wetherby to Walshford scheme to be in place.

You are invited to comment on the proposals.



WHY IMPROVEMENTS ARE NECESSARY

This section of the A1 forms part of the strategic route between London and Edinburgh as well as providing a trunk road link to principal towns.

In 1992 the A1 between the A64 Bramham Crossroads Junction and Wetherby Grange was improved to dual 3-lane all-purpose standard with discontinuous hard shoulders.

Between Wetherby Grange and Walton Road the A1 is currently dual 2-lane all-purpose standard. This section of the A1 was last improved as part of the Wetherby Bypass Scheme which was completed in 1988.

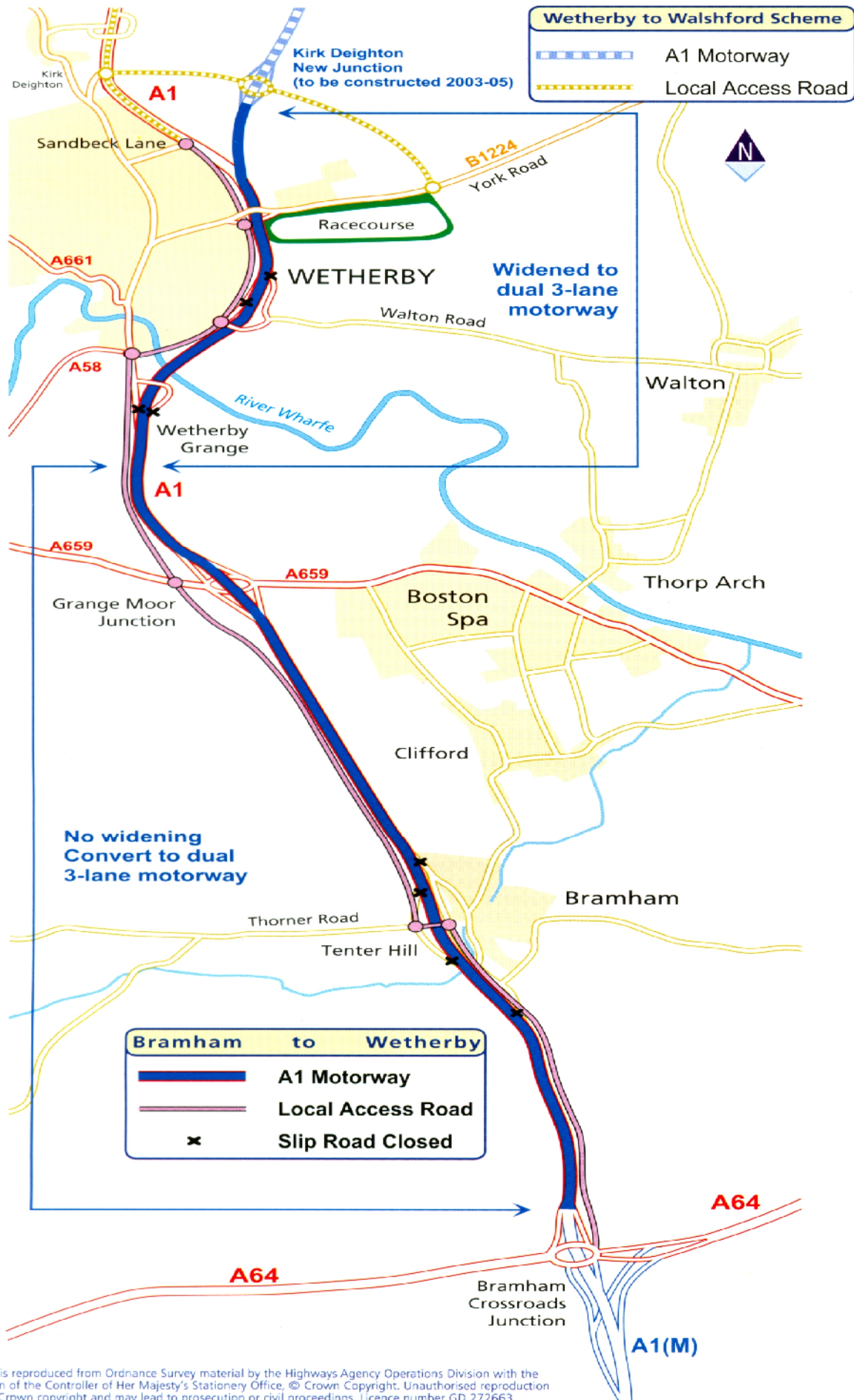
Traffic flows on the A1 in this area are currently in the order of 75,000 vehicles per day. This number is expected to rise to approximately 113,000 vehicles per day in about 20 years time.

Congestion encourages drivers to avoid the trunk route, bringing pollution and noise into local towns and villages and making residential roads more dangerous.

Without the proposed improvements, the growth in traffic would make driving conditions worse and the situation in local communities would deteriorate.

The Highway Agency's studies indicate the financial benefit from savings in fuel, time and reduced accidents would be more than the estimated £38M cost of the upgrading proposals.

LOCATION OF THE SCHEME



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WHAT IS PROPOSED

The proposals aim to strike a balance between engineering and environmental considerations. They also take into account the need to maintain the flow of traffic during the widening work. They include:

At Bramham:

- Conversion of the existing A1 to dual 3-lane motorway
- Closure of the Tenter Hill junction with the A1
- Construction of an all-purpose local access road parallel to the A1 to cater for local and non-motorway traffic. The local access road is proposed to be located to the east of the A1 between the A64 Bramham Crossroads Junction and Bramham, and to the west of the A1 north of Bramham.



At Wetherby:

- Widening of the existing A1 to dual 3-lane motorway. Widening is proposed to the east of the existing A1
- Closure of the Wetherby Grange and Walton Road junctions with the A1
- The construction of an all-purpose local access road using the existing A1 carriageway to cater for local and non-motorway traffic. The local access road will complete the 'inner bypass' of Wetherby by connecting with the local access road being constructed under the Wetherby to Walshford Scheme at Sandbeck Lane Roundabout. However, there will be no land take west of the existing A1 into Wetherby.



WHAT ABOUT THE ENVIRONMENT?

Assessment of the likely effects on the environment have been carried out by the Highways Agency. Studies indicate the proposals' overall impact on the environment is not likely to be significant.

Effects on the environment would be mitigated by:

- Visual screening by landscaping and extensive planting of trees and shrubs
- Noise fencing where appropriate
- Landscaping of redundant sections of existing carriageways.

WIDENING METHOD AT WETHERBY

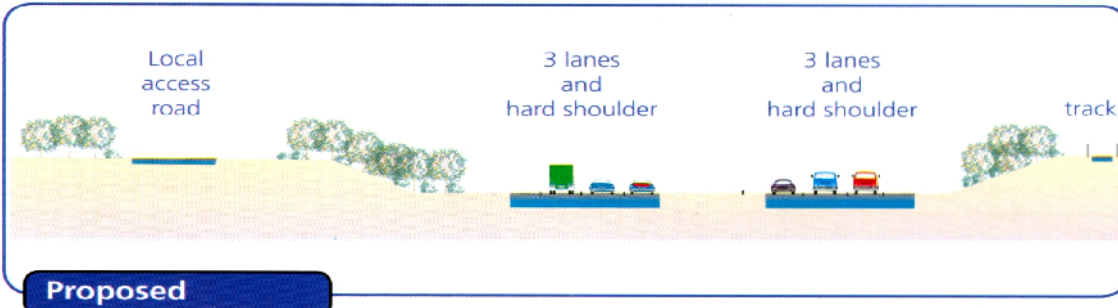
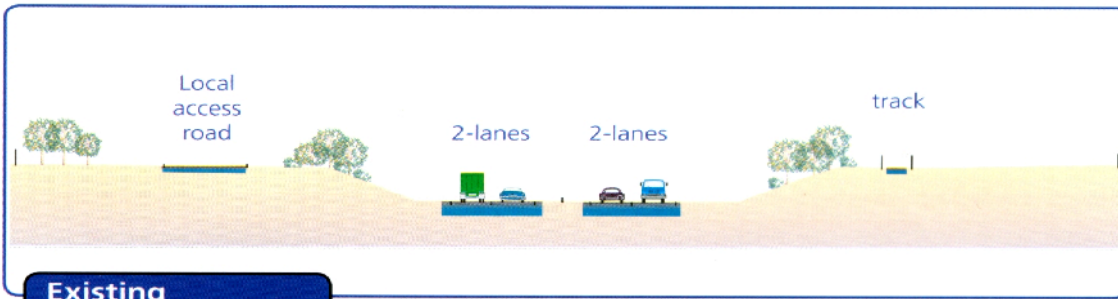
It is envisaged that the current proposals for widening of the A1 at Wetherby would use a technique known as parallel widening. A new southbound carriageway would be built on the eastern side of the existing A1.

When completed, all traffic would be transferred onto the new carriageway while the existing carriageways are converted into the new northbound carriageway and local access road. Two lanes would remain open to traffic in each direction at most times. This ensures minimum disruption to traffic during the construction phase.

CROSS SECTIONS

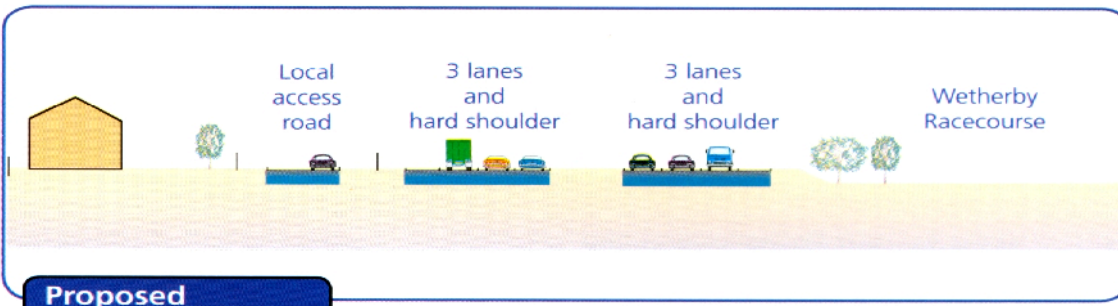
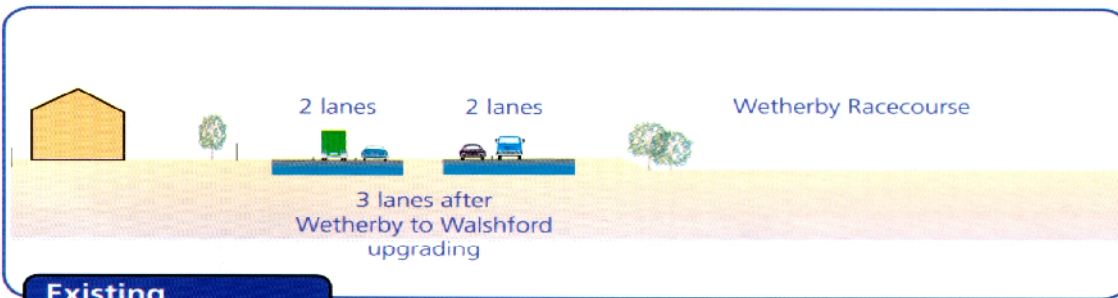
Typical Cross Section at Wetherby:

North of River Wharfe



Typical Cross Section at Wetherby:

Adjacent to Wetherby Racecourse



YOUR VIEWS

We would like your views on the proposals and any other relevant information you can give us. A questionnaire is enclosed and it would help us if you could complete it. You can post it free of charge to the Highways Agency office in Leeds or put it in the box provided at the exhibitions. Closing date for replies is twelve weeks after the exhibition (24th February 2003).

EXHIBITIONS

Exhibitions of the proposals will be held locally where your questions on the scheme can be answered. These will take place at the following locations:

Ramada Jarvis Hotel

Leeds Road, Wetherby

Friday, 29 November 2002

10:00 am - 8:00 pm

Saturday, 30 November 2002

10:00 am - 3:00 pm

Bramham Methodist Church Hall

Low Way, Bramham

Monday, 2 December 2002

12 noon - 8:00 pm

FURTHER INFORMATION

You can also find details about the Scheme and submit your comments on the Highways Agency's website: www.highways.gov.uk

WHAT HAPPENS NEXT?

Your views will be considered with those of other people and organisations. More detailed design work will include any changes made as a result of this consultation. When the design is finished, formal proposals will be published. You will then be able to comment again or to object formally. A Public Inquiry might also be held.

Please come to the exhibitions and let us know your views.



Road Safety

Driving through roadworks

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

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