

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010041

TT.3 Maintenance Boundaries

APFP Regulation Rule 8(1)(b)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

January 2021

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms
and Procedure) Regulations 2009**

The A1 in Northumberland: Morpeth to Ellingham

Development Consent Order 20[xx]

TT.3 MAINTENANCE BOUNDARIES

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| Regulation Reference: | APFP Regulation Rule 8(1)(b) |
| Planning Inspectorate Scheme Reference | TR010041 |
| Application Document Reference | TR010041/APP/7.8.19 |
| Author: | A1 in Northumberland: Morpeth to Ellingham Project Team, Highways England |

| Version | Date | Status of Version |
|----------------|--------------|--------------------------|
| Rev 0 | January 2021 | Examination Deadline 01 |

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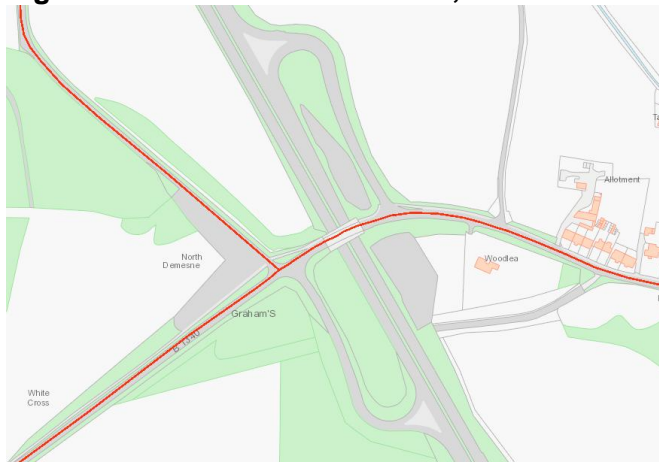
1 EXISTING MAINTENANCE BOUNDARIES

Following discussions between Highways England (HE) and Northumberland County Council (NCC) regarding limits of adoption at proposed Compact Grade Separated Junctions (CGSJs), this technical note looks at existing junctions along the A1 corridor within Northumberland to assess existing arrangements at similar junctions to those proposed for the Morpeth to Felton (M2F) scheme. Four grade separated junctions, of varying configurations, have been identified within the NCC boundary, as described below. These arrangements have then been compared with the proposed limits of adoption at three proposed CGSJs along the A1 in Northumberland (A1iN) M2F scheme.

LIMITS OF ADOPTION ON THE EXISTING NETWORK

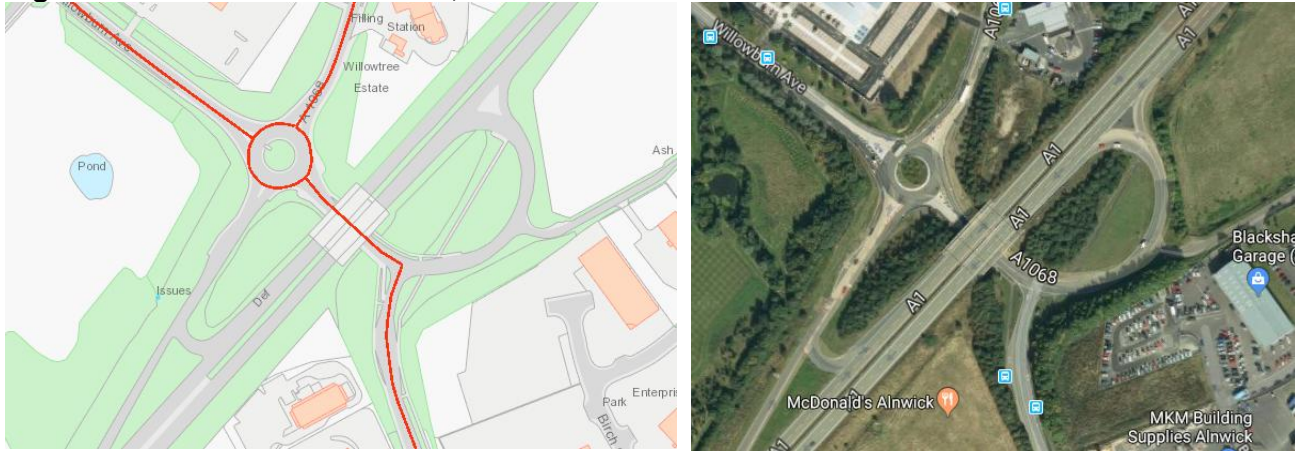
The red lines shown on the adoption drawings identify the extents of roads adopted by NCC, however they are not detailed enough to show the exact point where adoption changes within junctions. They also do not detail adoption arrangements at structures that cross the A1 mainline. However, they provide a good indication of overall limits of adoptions / maintenance arrangements at junctions.

Figure 1-1 - A1 / B1340 Junction, Denwick



At this junction the B1340 crosses the A1. The A1 and connector roads, for their entire length between the B1340 and A1 carriageways, are maintained by Highways England. The extent of NCC adoption continues along the B1340, over the overbridge. It is assumed that the carriageway on the overbridge is maintained by NCC, and the structure is maintained by Highways England.

Figure 1-2 - A1 / A1068 Junction, Alnwick



At this junction the A1 meets Willowburn Ave and the A1068. The A1 and connector roads, as far as the roundabout on the northbound side and the end of the A1068 on the southbound side, are maintained by Highways England. The surrounding roads, including the roundabout circulatory, are maintained by NCC.

Figure 1-3 - A1 / Morpeth Northern Bypass, Northgate (St. Leonards Junction)



This is a new traditional dumb-bell junction where the A1 meets the Morpeth Northern Bypass. The majority of the junction, including the roundabouts, appears to be maintained by Highways England, however the roads leading up to the roundabouts on either side, and the connector road under the A1, are maintained by NCC.

Figure 1-4 - A1 / A197 Junction, Clifton



At this junction the A1 crosses the A197. The A1, and the north facing slip roads, are maintained by Highways England and the A197 is maintained by NCC. It is unclear where the exact limit of the A197 adoption is on the western side of the A1.

Summary of Existing Maintenance Boundaries

It appeared from the study that the precedent set by existing adoption arrangements at junctions is for all local and through roads to be maintained by NCC, and all roads connecting these routes to the A1 to be maintained by Highways England. Where roundabouts are in place only to connect the A1 to the local network, such as at Northgate, the circulatory is under Highways England maintenance, whereas at roundabouts serving additional routes, such as at Alnwick, the circulatory is under NCC maintenance.

2 PART A – MAINTENANCE BOUNDARIES

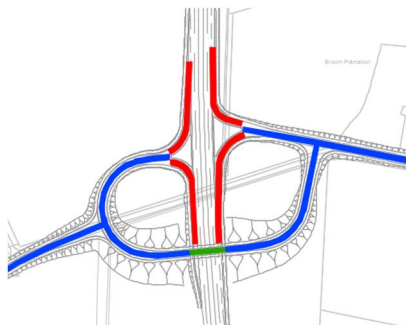
A previous exercise carried out by WSP proposed that future maintenance responsibilities would lie as follows;

Figure 2-1 - Proposed maintenance responsibilities - First proposal

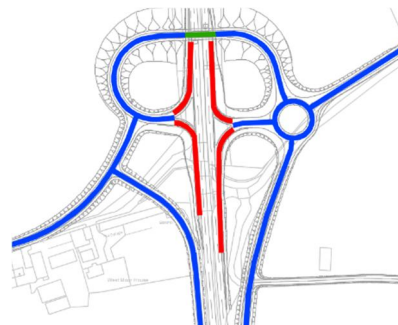
Highlaws Junction



Fenrother Junction



Westmoor Junction



Red = Highways England

Blue = NCC

Green = Shared Maintenance Responsibility

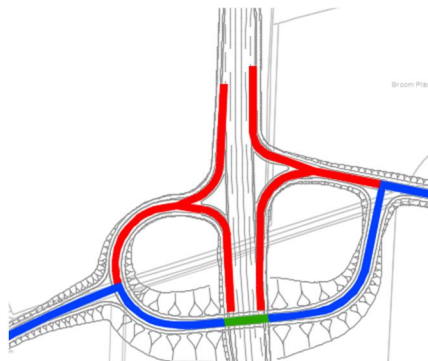
Area 14 were in agreement with these proposals, however NCC were not. Following the study of existing adoption limits, WSP recommended that in line with maintenance boundary arrangements at junctions along the A1 through Northumberland, connector roads with direct connections from the A1 mainline should be maintained by HE, with NCC maintaining the side roads leading up to these, for consistency with the rest of the surrounding network. This would be represented as follows;

Figure 2-2 - Proposed maintenance responsibilities – Second proposal

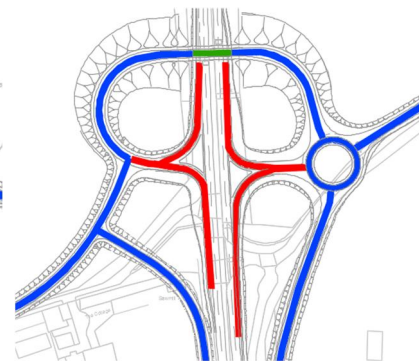
Highlaws Junction



Fenrother Junction



Westmoor Junction



Red = Highways England

Blue = NCC

Green = Shared Maintenance Responsibility

Following consultation with NCC regarding this revised recommendation, further alterations to the proposals have been requested. NCC identified that the examples previously shown of maintenance

arrangements at existing junctions reflect locations where strategic local connectivity across the mainline is required. NCC have requested that, as the proposed junctions will primarily serve local connectivity to the A1 rather than any significant east/west movements, the entirety of the junction should be maintained by Highways England. Stannington junction has been given as an example of this arrangement, as per the adoption drawing below;

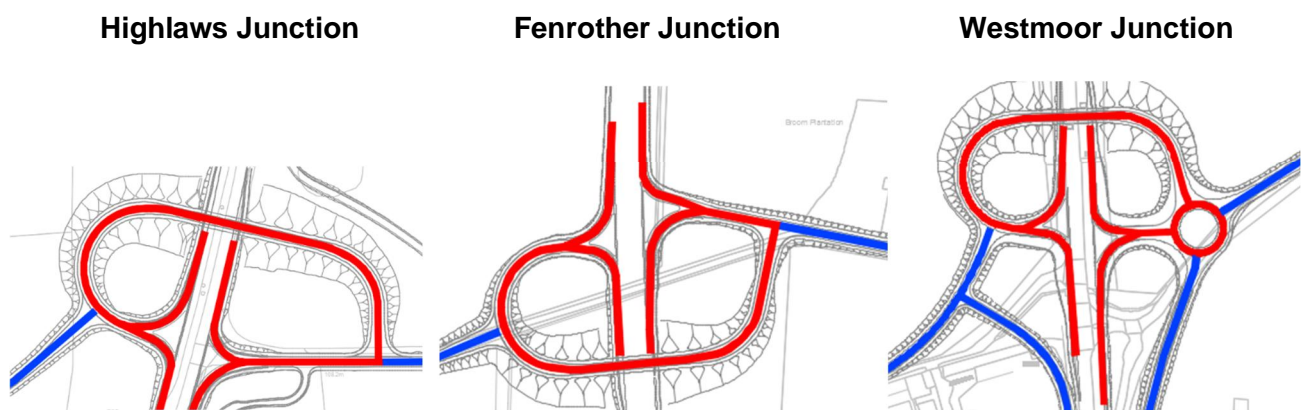
Figure 2-3 - A1 Junction, Stannington



It has also been identified by both NCC and Highways England that the maintenance arrangements at St. Leonards Junction have not yet been confirmed.

NCC have provided sketches highlighting their proposals, as shown below. These have been discussed with Highways England, who in principal are willing to accept these proposals.

Figure 2-4 - Proposed maintenance boundaries – Third proposal



Red = Highways England

Blue = NCC

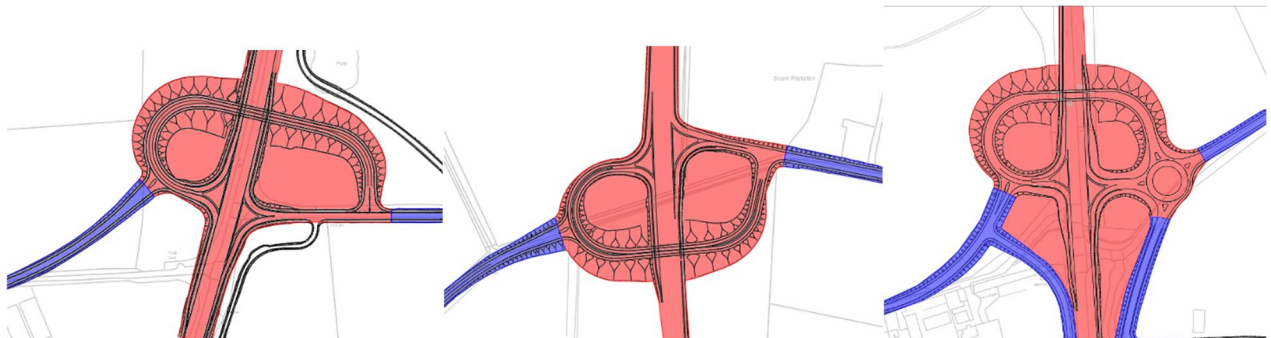
Further to this agreement Highways England have requested that the extents of responsibilities for the soft estate be defined at an early stage. This will cover verges, earthworks and grassed areas adjacent to the carriageway and within the highway boundary. Formal arrangements for this will be determined at the Detailed Design stage, along with the exact point where the adoption changes within the local and connector road junctions. Initial proposals are for these to be in line with the carriageway maintenance boundaries, as shown below;

Figure 2-5 - Proposed soft space maintenance responsibilities

Highlaws Junction

Fenrother Junction

Westmoor Junction



Red = Highways England

Blue = NCC

CAUSEY PARK OVERBRIDGE

As Causey Park Road will require an overbridge to maintain local east/west connectivity, it is proposed that a joint maintenance agreement should be in place, whereby Highways England maintain the structure up to and including the waterproofing layer, and NCC maintain the carriageway and footways crossing it. This is demonstrated in the indicative sketch below;

Figure 2-6 - Typical cross section at abutment

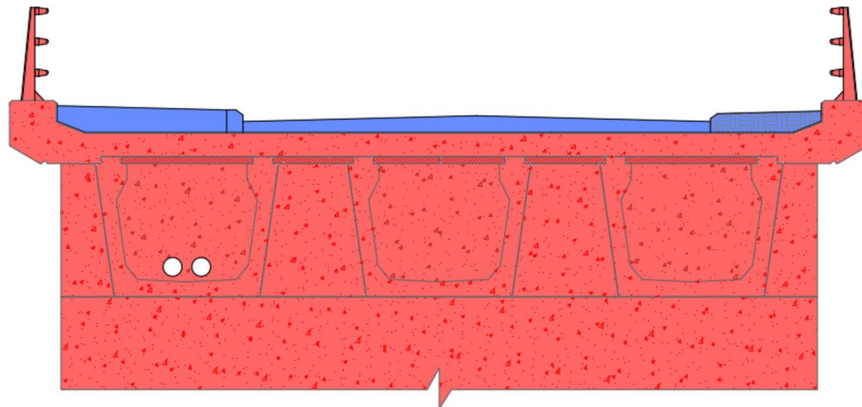
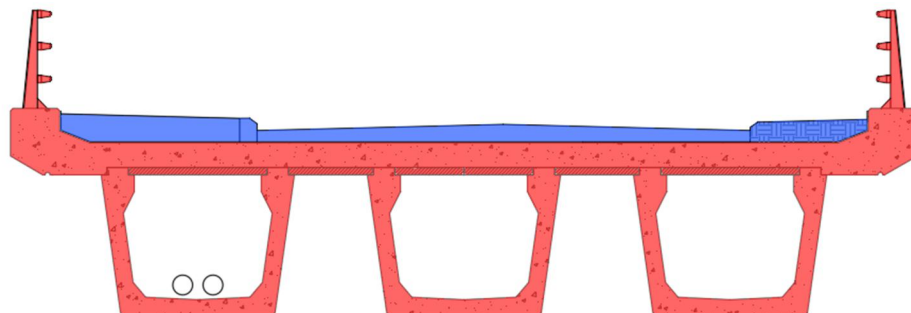


Figure 2-7 - Typical cross section at span



Red = Highways England

Blue = NCC

NEXT STEPS

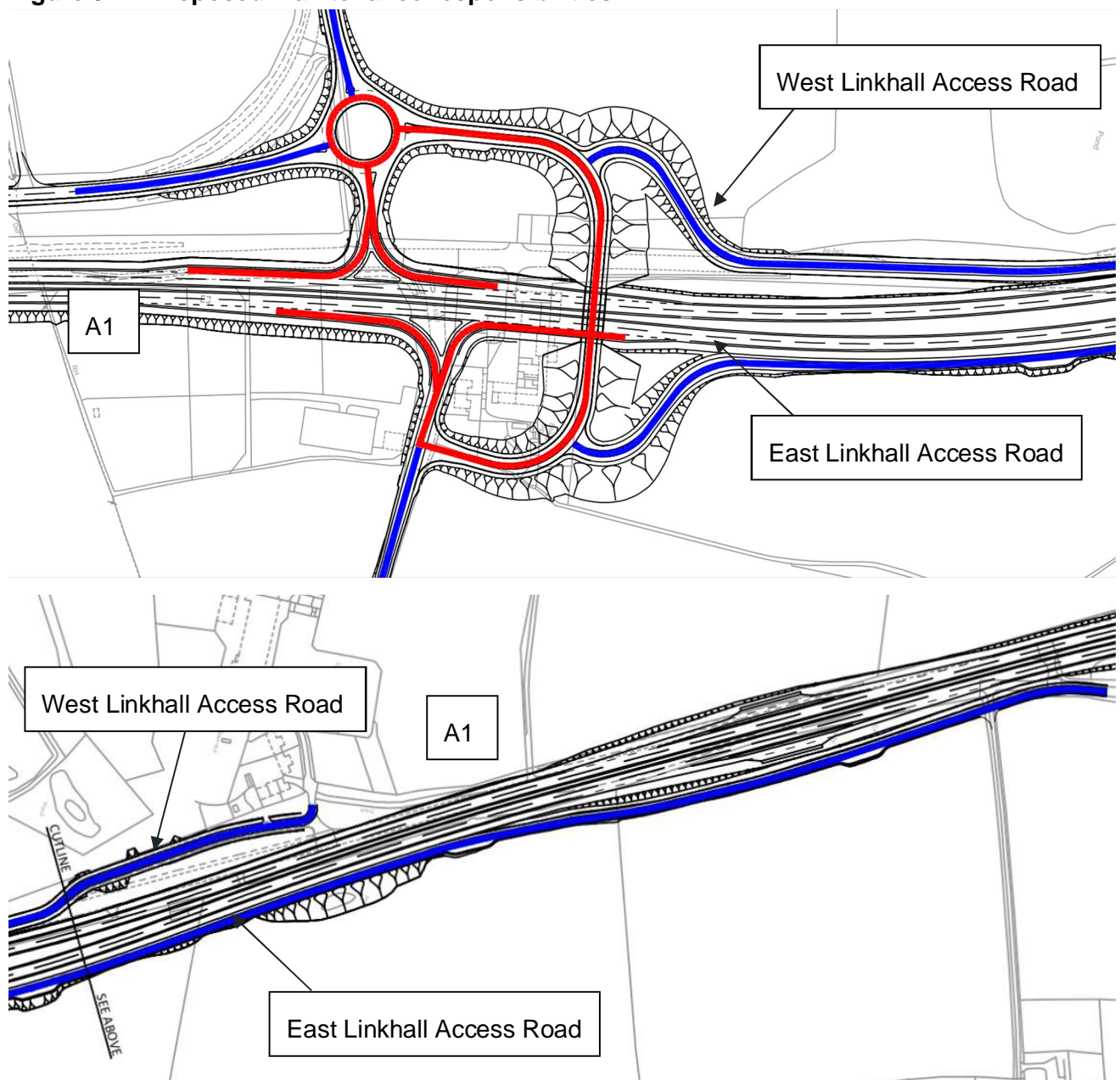
Further to the agreement in principal regarding the junction, we recommend that the revised proposals, including the proposals for the soft estate, are taken forward to further consultation with Area 14 and NCC, to be formalised at the Detailed Design stage.

Clarity is currently being sought on the level of detail required for the DCO submission. This note will be updated in due course to reflect this.

3 PART B – PROPOSED MAINTENANCE BOUNDARIES

The Alnwick to Ellingham section of the works focusses around a compact grade separated junction. This junction, at Charlton Mires, is situated at the intersection of the A1 and B6347. For the proposed maintenance boundaries, the intention is to provide a consistent approach with that of Morpeth to Felton. Figure 3-1 details the proposed maintenance boundary extents for Charlton Mires junction, with an additional drawing, Figure 3-2, showing the proposed approach for the soft estate:

Figure 3-1 - Proposed maintenance responsibilities



Red = Highways England

Blue = NCC

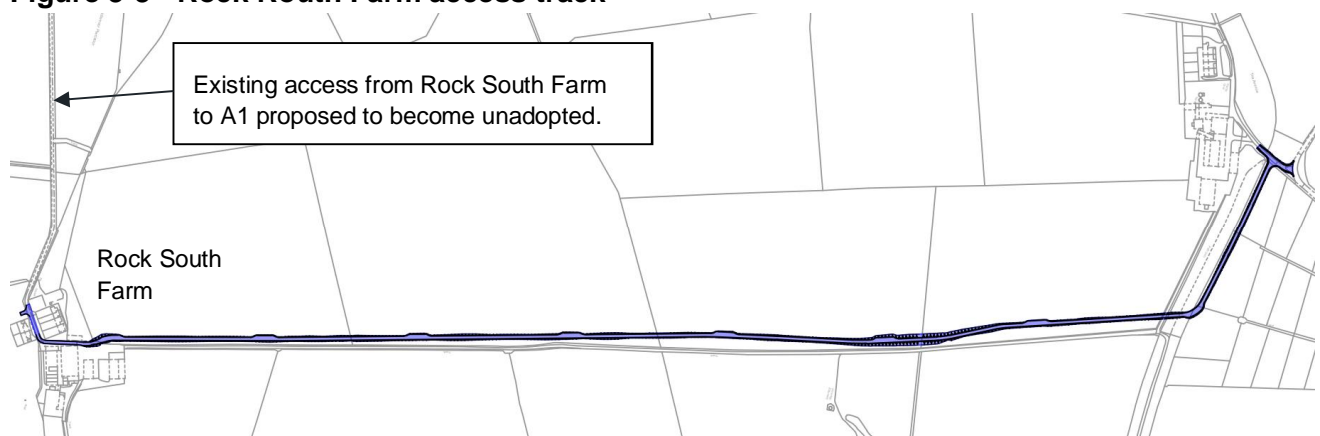
Figure 3-2 - Proposed soft space maintenance responsibilities



Both East and West Linkhall, which are proposed access roads connecting the various residences and businesses to the A1 and B6347, are proposed to be maintained by Northumberland County Council (NCC). However, Highways England will require access, via East Linkhall access road, to gain access to maintain their proposed detention basin.

The proposed Rock South Farm access road, shown below in Figure 3-3, is proposed to be adopted by NCC. This is a direct replacement for the existing east to west arrangement which connects the A1 to Rock South Farm. NCC have confirmed previously that this is acceptable provided that the road is constructed to adoptable standards. [This will require further consultation with NCC during Detailed Design to determine the acceptable construction details]. The proposed route offers a safer means of access to and from the A1, although it is approximately 1.9km in length, whereas the current route to be stopped up, is 0.75km with an overall permanent diversion length of approximately 4km.

Figure 3-3 - Rock Routh Farm access track



ADDITIONAL INFORMATION (AS DISCUSSED AT MEETINGS)

- The current proposals contain a design life of the pavements 'designed to last for 40 years without the need for structural maintenance, based on the current and expected future use of the road'
- East Linkhall currently proposes a 1 lane arrangement with 'passing places'. However, due to the growth of existing businesses since the design commenced coupled with planned future developments in the local area, a 2-lane approach is to be considered at the detailed design stage. This has been discussed with NCC, who are in agreement to this course of action. Sufficient allowance
- Drainage proposals: The new highway corridor, which will be maintained by Highways England will have its own surface water drainage networks, these will be connected to local watercourses via detention basins where the runoff can be controlled to 'greenfield runoff' rates.
- The sections of proposed highways to be maintained by NCC will be drained to the standards of the existing highway drainage. In this location, the drainage is over the edge either directly (B6347 to the east) or over the edge combined with gullies (B6347 to the west). Over the edge drainage is proposed for the East Linkhall Access Road and for the southern section of the West Linkhall Access Road. Where the West Linkhall Access Road is to be constructed on the existing A1 carriageway, it is intended that the existing drainage network is to be re-used.
- The Rock Midstead junction has been designed to the relevant standards and ties in with the existing layout. Using available statistics/data there is no recorded accident problem at this junction and therefore no major changes are planned. The location of the new access road maximises visibility in both directions to reduce risk of perceived visibility issues.
- The potential for Commuted Sums / Financial Compensation may be discussed at future meetings between HE and NCC.

KEY FACTS

Both local access roads have been designed to conform with the guidance in the 'Residential Roads and Footpaths in Northumberland' manual.

| | East Linkhall Access Road | West Linkhall Access Road |
|---|---------------------------|---------------------------|
| Approximate area to be maintained up to the proposed highway adoption boundary (Ha) | 3.3 | 1.9 |
| Carriageway length (m) | 713 | 1295 |
| Carriageway width (m) | 4.5* | 4.5 - 6.0* |
| Passing bays | Yes | No |

* Two lanes with carriageway widening around tight horizontal curves have been provided on approach to Charlton Mires Junction to allow for the safe passage of vehicles travelling in opposing directions (see Figure 1).

East Linkhall Access Road will link Charlton Mires Junction with East Linkhall and will be of new construction. The proposed design consists of a 4.5m wide single lane carriageway with passing

bays provided at regular intervals (four in total). Please note, the scheme order limits are wide enough to incorporate a 6.0m wide two-lane carriageway at detailed design as preferred by NCC. The road will serve five landowners including Highways England (HE). The land parcels accessed from this road have multiple uses:

- Multiple agricultural sites
- Haulage business
- Wedding venue
- Glamping site (Blossom Plantation Pods)
- HE detention basin & associated maintenance access (DB27)

An area known as Lodge Plantation is partially owned by HE and is located at the northern end of East Linkhall Access Road (see Figure 1). However, this was confirmed by Area 14 to be a non-operational plot and therefore is not expected to be maintained via East Linkhall Access Road. Normal procedure would be that the local access roads is adopted by the local highway authority and a right of access would be granted to HE for maintenance purposes as required.

West Linkhall Access Road will link Charlton Mires Junction with West Linkhall and will make use of the existing A1 road pavement as well as the lay-by at West Linkhall. The proposed design is predominantly a 6.0m wide two-lane carriageway, with a 4.5m wide single lane section required in the middle due to a scheme pinch point. The road will serve five landowners. The land parcels accessed from this road have multiple uses:

- Multiple residential houses
- Multiple agricultural sites
- Boarding kennels (Patterson's Cottage)
- Timber production

Northumberland County Council (NCC) are already responsible for a section of the proposed West Linkhall Access Road, which is currently a layby with direct access off the A1 in the existing situation. The lay-by currently serves as access for 5 residential properties as well as agricultural farmland. It would seem logical that the rest of the proposed West Linkhall Access Road be adopted by NCC to avoid shared maintenance responsibility for the road.

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