

2012 No. 2339

ROAD TRAFFIC

The A1(M) Motorway and the A1 Trunk Road (Barton Interchange to Scotch Corner Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2012

Made - - - - - *6th September 2012*

Coming into force - - - - - *16th September 2012*

WHEREAS, the Secretary of State for Transport, being the traffic authority for the A1(M) Motorway, the A1 Trunk Road and connecting roads, in the District of Richmondshire, in the County of North Yorkshire, is satisfied that traffic on that trunk road and some of those connecting roads should be restricted and prohibited because carriageway resurfacing works are proposed to be executed thereon:

NOW, THEREFORE, the Secretary of State, in exercise of the powers conferred by section 14(1)(a) and (7) of the Road Traffic Regulation Act 1984(a), makes the following Order: -

1. This Order may be cited as the A1(M) Motorway and the A1 Trunk Road (Barton Interchange to Scotch Corner Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2012 and shall come into force on 16th September 2012.

2. In this Order; -

“the A1” means the A1 Trunk Road;

“the A1(M)” means the A1(M) Motorway;

“the first length of carriageway” means the A1 and the A1(M) northbound and southbound carriageways from a point 700 metres north of the centreline of the overbridge at Catterick North Interchange to a point 2800 metres north of the centreline of the northern overbridge at Junction 56 (Barton), a distance of 9400 metres;

“the second length of carriageway” means the A1 and the A1(M) southbound carriageway from the nose of the southbound exit slip road at Junction 56 to the nose of the southbound entry slip road of the A66 Scotch Corner Interchange, a distance of 3400 metres;

“the northbound carriageway” and “the southbound carriageway” mean, respectively, the northbound and southbound carriageways of the A1 and the A1(M) from a point 1050 metres north of the centreline of the northern overbridge at A1(M) Junction 56 to a point 150 metres north of the centreline of its junction with Scurragh Lane, a distance of 5500 metres;

“the roundabout” means the circulatory carriageway of the A66 Scotch Corner Interchange;

“the slip roads” means any of the following slip roads:

- (i) the A1 northbound and southbound exit and entry slip roads at Scotch Corner Interchange; and
- (ii) the A1(M) northbound entry and southbound exit slip roads at Junction 56;

“bus stop area” means any area of carriageway on a side of the A1, intended for the waiting of buses, which is comprised within and indicated by a road marking complying with diagrams 1025.1, 1025.3 or 1025.4 in schedule 6 to the Traffic Signs Regulations and General Directions 2002(b);

(a) 1984 c.27; a new section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 1991 (c.26), section 1(1) and Schedule 1.
(b) S.I. 2002/3113.

“the central reservation” means that part of the A1 which separates its carriageways for the safety and guidance of traffic using that road;

“the layby” means an area of carriageway intended for the waiting of vehicles, bounded partly by a road marking on the outer edge of that carriageway complying with diagram 1010 in Schedule 6 to the Traffic Signs Regulations and General Directions 2002(a); and in this definition “carriageway” means any way (other than a cycle track) comprised in the A1 over which the public have a right of way for the passage of vehicles and which has a surface suitable for the exercise of that right;

“the works period” means the period starting at 00:01 hours on Monday 17th September 2012 and ending when the said works have been completed;

and a reference to an article followed by a number is a reference to the article in this Order which bears that number.

3. Subject as mentioned in articles 5 and 11 no person shall, during the works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour or 30 miles per hour in the first length of carriageway or the slip roads.

4. Subject as mentioned in articles 5 and 11 no person shall, during the works period, cause or permit any vehicle to enter or proceed in the second length of carriageway, the southbound carriageway or the slip roads.

5. The provisions of articles 3, 4, 6, 7, 8, 9 and 10 shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs.

6. (1) During such times, as pursuant to article 5, movement of traffic is prohibited in one or more lanes of the southbound carriageway but is not prohibited in the northbound carriageway, no person shall cause or permit any vehicle to:

- (a) enter or proceed in the offside lane of the northbound carriageway in any direction other than southwards,
- (b) overtake a moving vehicle in the northbound carriageway, or
- (c) make a u-turn in the northbound carriageway.

(2) When, pursuant to article 5, movement of traffic is prohibited in one or more lanes of a length of one carriageway but is not prohibited in the corresponding length of the other carriageway, the provision of this article with respect to that other carriageway shall apply to that length of that carriageway.

7. Subject as mentioned in articles 5 and 11 no person shall, during the works period, cause or permit any vehicle to enter or wait in a layby situated adjacent to the A1:

- (i) northbound carriageway approximately 1520 north of Catterick North Interchange;
- (ii) northbound entry slip road at Scotch Corner Interchange; or
- (iii) southbound carriageway approximately 1390 metres south of Barton Interchange.

8. Subject as mentioned in articles 5 and 11 no person shall, during the works period, cause or permit any vehicle to enter or leave the A1 northbound or southbound carriageways at its junction with Scurragh House Lane.

9. Subject as mentioned in articles 5 and 11 no person shall, during the works period, cause or permit any vehicle to enter or proceed through the gap in the central reservation approximately 1520 metres north of Catterick North Interchange.

10. Subject as mentioned in articles 5 and 11 no person shall, during the works period, cause or permit any vehicle to enter or wait in the bus stop area situated adjacent to the A1 southbound exit slip road at Scotch Corner Interchange.

11. Nothing in articles 4, 6 (1), save paragraph (a), 7, 8, 9 and 10 shall apply to:

- (a) a vehicle being used for police, fire and rescue authority or ambulance purposes;
- (b) a vehicle being used for, or in connection with, the said works, or for traffic officer or winter maintenance purposes; or
- (c) anything done at the direction of, or with the permission of, a constable or traffic officer in uniform;

and nothing in article 3 shall apply to any vehicle being used for a purpose specified in paragraph (a) of this article;

and nothing in article 4 shall apply to any vehicle proceeding in the A1 to or from premises and property which is accessible for that vehicle from, and only from, that road.

12. No speed limit imposed by this Order applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011(**a**) when used in accordance with regulation 3(5) of those Regulations.

13. The provisions of regulations 5 and (in so far as it relates to a vehicle being driven) 9 of the Motorways Traffic (England and Wales) Regulations 1982(**b**) are suspended in relation to the hard shoulder adjacent to the first length of carriageway as described in article 2 at such times and to such extent as may, from time to time, be indicated by traffic signs; and in this article “hard shoulder” has the meaning given in regulation 3(1)(e) of those Regulations.

Signed by authority of the Secretary of State

6th September 2012

M Schofield
A Team Leader
in the Highways Agency

(a) S.I. 2011/935.
(b) S.I. 1982/1163; amended by S.I. 1983/374, 1984/1479, 1992/1364.