

2013 No. 2447

ROAD TRAFFIC

The A1 Trunk Road (Scotch Corner Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2013

Made - - - - *12th September 2013*

Coming into force - - *22nd September 2013*

WHEREAS, the Secretary of State for Transport, being the traffic authority for 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 and routine maintenance works are proposed to be executed thereon:

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

1. This Order may be cited as the A1 Trunk Road (Scotch Corner Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2013 and shall come into force on 22nd September 2013.

2. In this Order;

“the A1” means the A1 Trunk Road;

“the first length of carriageway” means the A1 northbound carriageway from a point 770 metres south of the centreline of Scotch Corner Interchange northern overbridge to a point 1130 metres north of the centreline of that overbridge, a distance of 1900 metres;

“the second length of carriageway” means the A1 southbound carriageway from a point 530 metres south of the nose of the southbound entry slip road at the A1(M) Motorway Junction 56 southwards for a distance of 2,505 metres;

“the third length of carriageway” means the A1 southbound carriageway between the noses of the southbound exit and entry slip roads at Scotch Corner, a distance of 920 metres;

“the first slip road” means the A1 northbound entry slip roads at Scotch Corner;

“the second slip road” means the A1 southbound exit slip road at Scotch Corner;

“the third slip road” means the A1 southbound entry slip road at Scotch Corner;

“a 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(b); and in this definition “carriageway” means any way (other than a cycle track) comprised in the first slip road 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;

“bus stop area” means any area of carriageway on a side of the first slip road, 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(c);

(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. Part I.

(c) S.I. 2002/3113.

“the first works period” means a period of 10 hours starting at 20:00 hours on Monday 23rd September 2013 or any subsequent night thereafter until the said works have been completed;

“the second works period” means a period of 14 hours starting at 20:00 hours on Saturday 28th September 2013 or any subsequent Saturday night thereafter until 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 article 6, no person shall cause or permit any vehicle to be driven at a speed exceeding:

- (i) 50 miles per hour in the first length of carriageway during the first works period;
- (ii) 50 miles per hour in the second length of carriageway, the second slip road or the third slip road during the first works period or the second works period; or
- (iii) 30 miles per hour in the third slip road during the first works period or the second works period.

4. Subject as mentioned in article 6, no person shall cause or permit any vehicle to enter or proceed in:

- (i) the first slip road during the first works period; or
- (ii) the third length of carriageway during the first works period or the second works period.

5. Subject as mentioned in article 6 no person shall, during the first works period, cause or permit any vehicle to enter or wait in a layby or bus stop area situated adjacent to the first slip road.

6. The provisions of articles 3, 4 and 5 shall apply only during such times and to such extent as shall, from time to time, be indicated by traffic signs. Nothing in articles 4 and 5 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 winter maintenance or traffic officer 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 or person proceeding in the A1 to or from premises and property which is accessible for that vehicle or person from, and only from, that road.

7. 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.

Signed by authority of the Secretary of State

12th September 2013

M Schofield
A Team Leader
in the Highways Agency

(a) S.I 2011/935.