

**2012 No. 354**

**ROAD TRAFFIC**

**The A1(M) Motorway (Junction 17) and the A1 Trunk Road  
(Fletton Parkway to North of Wansford, Peterborough)  
(Temporary Restriction and Prohibition of Traffic) Order 2012**

*Made* - - - - *6th February 2012*

*Coming into force* - - *13th February 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A1(M) Motorway (“the A1(M)”), the A1 Trunk Road (“the A1”) and connecting roads, is satisfied that traffic on a length of that motorway, that trunk road and on some of those connecting roads in the City of Peterborough should be restricted and prohibited because 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), hereby makes the following Order: -

1. This Order may be cited as the A1(M) Motorway (Junction 17) and the A1 Trunk Road (Fletton Parkway to North of Wansford, Peterborough) (Temporary Restriction and Prohibition of Traffic) Order 2012 and shall come into force on 13th February 2012.

2. In this Order –

“tip of the nosing” means, as indicated by the markings on the carriageway, the first point where an entry slip road joins, or the last point where an exit slip road leaves, the carriageway of the motorway or the trunk road;

“Junction 17” means the A1(M)/A605 Peterborough Service Area/A1139 Fletton Parkway Interchange Junction 17;

“the first length of motorway” means the northbound carriageway of the A1(M) from a point 1000 metres south of the tip of the nosing, to the tip of the nosing, of the exit slip road at Junction 17;

“the second length of motorway” means the northbound carriageway of the A1(M) from the tip of the nosing of the exit slip road at Junction 17 to a point 900 metres north of the centre line of the roundabout at, Junction 17;

“the first length of trunk road” means the southbound carriageway of the A1 from a point 1000 metres north of the tip of the nosing, to the tip of the nosing, of the exit slip road at the A47 Wansford Interchange;

“the second length of trunk road” means the –

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(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.

- (a) northbound carriageway of the A1 from a point 900 metres north of the centre line of the roundabout at Junction 17 to a point 530 metres north of the centre point of Wansford rail bridge, and
- (b) southbound carriageway of the A1 from the tip of the nosing of the exit slip road at the A47 Wansford Interchange to the tip of the nosing of the entry slip road from the A605 Oundle Road;

“a slip road” means the A1 –

- (a) northbound -
  - (i) entry slip road from the A605 at Junction 17, and
  - (ii) exit and entry slip roads to and from the A605 Oundle Road and
- (b) southbound –
  - (i) exit slip road to Church Lane, Stibbington,
  - (ii) exit and entry slip roads to and from the Old Great North Road, Stibbington, and
  - (iii) entry slip road from the A47 Wansford Interchange;

“lay-by” 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 a way constituting or comprised in a trunk road (other than a cycle track) 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;

“central reservation” means that part of the trunk road which separates the carriageway to be used by vehicles travelling in one direction from the carriageway to be used by vehicles travelling in the opposite direction;

“works” mean white lining and stud replacement to the A1(M) and A1;

“a works period” means a period of 8 hours starting at 21.00 hours on Thursday 16th February 2012 or on any subsequent day until the works have been completed;

“the works period” means the period starting at 00.01 hours on Thursday 16th February 2012 and ending when the 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 6 and 7 no person shall, during a works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour on the first length of motorway or the first length of trunk road.

**4.** Subject as mentioned in articles 6 and 7 no person shall, during a works period, cause or permit any vehicle to enter –

- (a) or proceed in the second length of motorway, the second length trunk road or a slip road,
- (b) or proceed through the gap in the central reservation of the trunk road situated -
  - (i) 190 metres north of the centre point of the A605 Oundle Road overbridge,
  - (ii) 958 metres south of the centre line of its junction with the Old Great North Road, Water Newton (opposite the access to Chesterton Lodge), or
  - (iii) opposite its junction with Old Great North Road, Water Newton; or
- (c) or leave the A1 –
  - (i) northbound carriageway at its junction with the local road leading to Elton Road, Water Newton,

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(a) S.I. 2002/3113; Part I.

- (ii) southbound carriageway at its southern and northern junctions with Old Great North Road, Water Newton and Old Great North Road, Stibbington.

5. Subject as mentioned in articles 6 and 7 no person shall, during the works period, cause or permit any vehicle to enter or proceed in any lay-by adjacent to the second length of trunk 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.

7. The provisions of articles 4 and 5 shall not apply to any vehicle -

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

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

Woodlands, Manton Lane, Bedford  
6th February 2012

*S R Davy*  
A Team Leader in the Highways Agency

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(a) S.I. 2011/935.