

2012 No. 530

ROAD TRAFFIC

**The A1(M) Motorway (Junction 56, Barton) (Temporary
Restriction and Prohibition of Traffic) Order 2012**

Made - - - *21st February 2012*

Coming into force - *4th March 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 motorway, that trunk road and some of those connecting roads should be restricted and prohibited because signing improvement and road marking 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 (Junction 56, Barton) (Temporary Restriction and Prohibition of Traffic) Order 2012 and shall come into force on 4th March 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 A1(M) northbound carriageways from the centreline of the southern overbridge at the A66 Scotch Corner Interchange northwards for a distance of 4800 metres;

“the second length of carriageway” means the A1 and A1(M) southbound carriageways from a point 3000 metres north of the nose of the southbound exit slip road at Junction 56 (Barton) southwards for a distance of 6530 metres;

“the northbound carriageway” means the A1 and A1(M) northbound carriageways from a point 250 metres south of the nose of the northbound exit slip road at Junction 56 northwards for a distance of 1190 metres;

“the southbound carriageway” means the A1 and A1(M) southbound carriageways from a point 270 metres north of the nose of the southbound exit slip road at Junction 56 southwards for a distance of 1390 metres;

“the first slip road” means the A1 northbound entry slip road at the A66 Scotch Corner Interchange;

“a second slip road” means the A1(M) northbound entry and southbound exit slip roads at Junction 56;

(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 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 a period of 10 hours starting at 20:00 hours on Monday 5th March 2012 or any subsequent 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, during the works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour in the first length of carriageway, the second length of carriageway, the first slip road or a second slip road.

4. Subject as mentioned in article 6 no person shall, during the works period, cause or permit any vehicle to enter or proceed in the northbound carriageway, the southbound carriageway or a second slip road.

5. Subject as mentioned in article 6 no person shall, during the works period, cause or permit any vehicle to enter or wait in a layby situated adjacent to the A1 southbound carriageway approximately 850 metres south of the southbound entry slip road at Junction 56 or the northbound entry slip road at Scotch Corner Interchange.

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 traffic officer or winter maintenance purposes; or
- (c) anything done at the direction of, or with the permission of, a police officer 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.

7. 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 shoulders adjacent to the first length of carriageway, the second length of carriageway or a second slip road 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.

8. 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(c) when used in accordance with regulation 3(5) of those Regulations.

Signed by authority of the Secretary of State

21st February 2012

M Schofield
A Team Leader
in the Highways Agency

(a) S.I. 2002/3113. Part I.
(b) S.I. 1982/1163; amended by S.I. 1983/374, 1984/1479. 1992/1364.
(c) S.I. 2011/935.