

**2013 No. 2686**

**ROAD TRAFFIC**

**The A1 Trunk Road and A1(M) Motorway (Catterick North Interchange to Junction 56) (Temporary Restriction and Prohibition of Traffic) Order 2013**

*Made* - - - - - *10th October 2013*

*Coming into force* - - - - - *29th October 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A1 Trunk Road, the A1(M) Motorway, and connecting roads, in the District of Richmondshire in the County of North Yorkshire, is satisfied that traffic on that trunk road and that motorway 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<sup>(a)</sup> and regulations 16(2) of the Motorways Traffic (England and Wales) Regulations 1982<sup>(b)</sup>, makes the following Order: -

1. This Order may be cited as the A1 Trunk Road and A1(M) Motorway (Catterick North Interchange to Junction 56) (Temporary Restriction and Prohibition of Traffic) Order 2013 and shall come into force on 29th October 2013.

2. In this Order: -

“the A1” means the A1 Trunk Road;

“the A1(M)” means the A1(M) Motorway;

“the first length of road” means the A1 and A1(M) northbound carriageways from the centreline of Fort overbridge to a point 700 metres north of the centreline of Barton Watherne overbridge, a distance of 11,520 metres;

“the second length of road” means the A1 and A1(M) northbound carriageways from the nose of the exit slip road at Scotch Corner Interchange to the nose of the entry slip road at Junction 56, a distance of 3460 metres;

“the third length of road” means the A1 northbound carriageway from the nose of the northbound entry slip road at Scotch Corner Interchange to the nose of the northbound exit slip road at Junction 56, a distance of 1920 metres;

“the first slip roads” means the A1 northbound exit and entry slip roads at Scotch Corner Interchange;

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

“a layby” means an area of carriageway intended for the waiting of vehicles and bounded partly by a road marking of the type shown in diagram 1010 in Schedule 6 to the Traffic Signs Regulations and General

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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.  
(b) S.I. 1982/1163, amended by S.I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3168, 2004/3258 and 2006/594.

Directions 2002(a) and partly by the outer edge of that carriageway on the same side of the road as that on which the sign is placed; 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;

“a 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;

“the first works period” means a period starting at 20:00 hours on Wednesday 30th October 2013 and ending when the said works have been completed;

“the second works period” means a period of 10 hours starting at 20:00 hours on Wednesday 30th October 2013 or any subsequent night thereafter 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 article 6, no person shall, during the second works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour in the first length of road, or the first slip roads.

**4.** Subject as mentioned in article 6, no person shall, during the second works period, cause or permit any vehicle to enter or proceed in the second length of road, or the second slip roads.

**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 bus stop area or a layby situated adjacent to the A1 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 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;

nothing in article 3 shall apply to a vehicle being used for the purposes 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.

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

**8.** The provisions of regulation 5 and (in so far as it relates to a vehicle being driven) 9 of the Motorways Traffic (England and Wales) Regulations 1982 are suspended in relation to the hardshoulder adjacent to the third length of road as described in article 2 at such times and to such extent as may 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

10th October 2013

*A Firth*  
A Team Manager  
in the Highways Agency

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(a) S.I. 2002/3113.  
(b) S.I. 2011/935.