

2008 No. 2253

HIGHWAYS, ENGLAND

**The A1 Motorway (Dishforth to Barton Section and
Connecting Roads) Scheme 2008**

Made - - - - - *18th August 2008*

Coming into force - - - *25th September 2008*

The Secretary of State for Transport makes this Scheme in exercise of powers conferred by sections 16, 17 and 19 of the Highways Act 1980 (a) and now vested in her(b):

1. This Scheme may be cited as the A1 Motorway (Dishforth to Barton Section and Connecting Roads) Scheme 2008 and shall come into force on 25th September 2008.

2. In this Scheme—

(1) All measurements of distance are measured along the route of the relevant highway:

(2)

- (i) “connecting road” means a special road along a route described in Schedule 3 to this Scheme;
- (ii) “the Motorway” means a special road along a route described in Schedules 1 and 2 to this Scheme;
- (iii) “the plan” means the plan folio, containing 6 site plans bound together and respectively numbered 1 to 6, numbered HA.16/MP/11, marked “The A1 Motorway (Dishforth to Barton Section and Connecting Roads) Scheme 2008”, signed by authority of the Secretary of State for Transport and deposited at Communities & Local Government Deposited Document Services, Floor 13 (IMD), Ashdown House, St Leonards on Sea, Hastings, East Sussex TN37 7GA; and
- (iv) “the special roads” means the Motorway and each connecting road.

3. The Secretary of State is authorised to provide the special roads for the exclusive use of traffic of Classes I and II of the classes of traffic set out in Schedule 4 to the Highways Act 1980.

4. The centre line of each of the special roads is indicated by a heavy black line on the plan.

5. Each of the special roads shall become a trunk road on the date when this Scheme comes into force.

6. The A1 Motorway (North of Leeming to Scotch Corner and Connecting Roads) Scheme 1996(c) is hereby revoked.

Signed by authority of the Secretary of State for Transport

18th August 2008

John Bagley
Divisional Director
Highways Agency

(a) 1980 c.66
(b) S.I. 1981/238
(c) S.I. 1996/1830

SCHEDULE 1

ROUTE OF THE MOTORWAY

The route of the motorway is about 10.47 kilometres in length, which follows the route of the existing A1 from a point 410 metres north of where it crosses the C233 Dishforth Road, (marked “A” on the plan numbered 1 in the deposited plan) in the County of North Yorkshire, then going in a generally north-north-westerly direction to a point on the existing A1 trunk road, 188 metres north of Street Lane, (marked “B” on the plan numbered 2 in the deposited plan) in the County of North Yorkshire.

The route of the motorway is about 14.33 kilometres in length, which follows the route of the existing A1 from a point 240 metres north of Healam Beck, (marked “C” on the plan numbered 2 in the deposited plan) in the County of North Yorkshire, then going in a generally north-north-westerly direction to a point on the existing A1 trunk road 160 metres north of Leases Lane, (marked “D” on the plan numbered 5 in the deposited plan) in the County of North Yorkshire.

The route of the motorway is about 10.69 kilometres in length, which follows the route of the existing A1 from a point 10 metres south of Manor House Bridge, (marked “E” on the plan numbered 5 in the deposited plan) in the County of North Yorkshire, then going in a generally north-north-westerly direction to a point on the existing A1 trunk road 350 metres south of the centre of Barton Interchange, (marked “F” on the plan numbered 6 in the deposited plan) in the County of Durham.

SCHEDULE 2

ROUTE OF THE MOTORWAY

The route of the motorway is about 1.22 kilometres in length from a point 150 metres north of Street Lane, (marked “B” on the plan numbered 2 in the deposited plan) in the County of North Yorkshire, then going in a generally north-north-westerly direction to a point 240 metres north of Healam Beck, (marked “C” on the plan numbered 2 in the deposited plan) in the County of North Yorkshire. The route of the motorway is about 2.22 kilometres in length from a point 160 metres north of Leases Lane, (marked “D” on the plan numbered 5 in the deposited plan) in the County of North Yorkshire, then going in a generally north-north-westerly direction to a point 10 metres south of Manor House Bridge, (marked “E” on the plan numbered 5 in the deposited plan) in the County of North Yorkshire.

SCHEDULE 3

ROUTES OF THE CONNECTING ROADS

The routes of the connecting roads are routes in the Districts of Harrogate, Hambleton and Richmondshire, all in the County of North Yorkshire as follows—

(1) Junction with the C233 at Dishforth

One route to connect the northbound carriageway of the motorway and one route to connect the southbound carriageway of the motorway, both with the C233 at Dishforth, (the special roads along these routes being given the reference numbers 1 and 2 on the plan numbered 1 in the deposited plan).

(2) Junction with the A61 at Baldersby

Two routes to connect the northbound carriageway of the motorway with the A61, as proposed to be improved, (the special roads along these routes being given the reference numbers 3 and 4 on the plan numbered 1 in the deposited plan) and two routes to connect the southbound carriageway of the motorway with the A61, as proposed to be improved, (the special roads along these routes being given the reference numbers 5 and 6 on the plan numbered 1 in the deposited plan);

(3) Junction north of the A684

Two routes to connect the northbound carriageway of the motorway with a roundabout to be constructed as part of the new Leeming Junction, (the special roads along these routes being given the reference numbers 7 and 8 on the plan numbered 4 in the deposited plan) and two routes to connect the southbound carriageway of the motorway with a roundabout to be constructed as part of the new Leeming Junction, (the special roads along these routes being given the reference numbers 9 and 10 on the map numbered 4 in the deposited plan);

(4) Junction at Catterick Central

Two routes to connect the northbound carriageway of the motorway with a roundabout to be constructed as part of the new Catterick Central Junction, (the special roads along these routes to be given the reference numbers 11 and 12 on the plan numbered 5 in the deposited plan) and two routes to connect the southbound carriageway of the motorway with a roundabout to be constructed as part of the new Catterick Central Junction, (the special roads along these routes to be given the reference numbers 13 and 14 on the plan numbered 5 in the deposited plan).

(5) Junction with the B6275 at Barton

One route to connect the northbound carriageway of the motorway and one route to connect the southbound carriageway of the motorway, both with the existing roundabout at Barton (the special roads along these routes being given the reference numbers 15 and 16 on the plan numbered 6 in the deposited plan).

EXPLANATORY NOTE

(This note is not part of the Order)

This Scheme authorise the Secretary of State to provide a dual three lane motorway (D3M) between Dishforth and Barton and to provide new motorway junctions to connect the proposed motorway with the local road network at Baldersby, Leeming and Catterick (all in North Yorkshire).

A regulatory impact assessment has not been produced for this instrument as it has no impact on the costs of business, charities or voluntary bodies.

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