

2008 No. 2254

HIGHWAYS, ENGLAND

**The A1 Trunk Road (Dishforth to Barton) (Detrunking)
Order 2008**

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

Coming into force - - *25th September 2008*

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 12 of the Highways Act 1980(a) and now vested in her(b):

1. This Order may be cited as the A1 Trunk Road (Dishforth to Barton) (Detrunking) Order 2008 and shall come into force on 25th September 2008.

2. In this Order—

- (i) “the A1” means the A1 Trunk Road;
- (ii) “classified road” as a classification for a highway, means that the highway is not a principal road for the purposes of enactments or instruments which refer to highways classified as principal roads but is a classified road for the purpose of every enactment and instruments which refers to highways classified by the Secretary of State and which does not specifically refer to their classification as principal roads;
- (iii) “the motorway and connecting roads” means the special roads which the Secretary of State is authorised to provide by the A1 Motorway (Dishforth to Barton Section and Connecting Roads) Scheme 2008(c); and
- (iv) “the plan” means the plan in the folio numbered HA 10/MP/045 marked the “A1 Trunk Road (Dishforth to Barton) (Detrunking) Order 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 TN3 7GA.

3. The lengths of the A1 described in the Schedule to this Order and shown by broad hatching on the plan shall cease to be a trunk road and shall be classified as a classified road on the date on which the Secretary of State notifies North Yorkshire County Council that the motorway and connecting roads are open for traffic.

4. The A1 Trunk Road (Lengths of A1 Carriageway between Catterick and Barton) (Detrunking) Order 1996 (d) 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) SI 1981/238
(c) S.I. 2008/2253
(d) S.I. 1996/1831

SCHEDULE

LENGTH OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

5. That length of the A1 trunk road, varying in width, from a point 455metres north of the A61 bridge over the A1 trunk road, (marked 'A' on the plan numbered 1 in the deposited plan), to a point 143 metres south of the B6267 bridge under the A1 trunk road, (marked 'B' on the plan numbered 2 in the deposited plan).

6. That length of the A1 trunk road, varying in width, from a point 203 metres north of the B6267 bridge under the A1 trunk road, (marked 'C' on the plan numbered 2 in the deposited plan), to a point 440 metres south of the Gatenby Lane bridge over the A1 trunk road, (marked 'D' on the plan numbered 3 in the deposited plan).

7. That length of the A1 trunk road, varying in width, from a point 608 metres south of the Mill Lane bridge over the trunk Road A1, (marked 'E' on the plan numbered 3 in the deposited plan), to a point 670 metres north of the A684 bridge under the A1 trunk road, (marked 'F' on the plan numbered 4 in the deposited plan).

8. That length of the A1 trunk road, varying in width, from a point 307 metres north of its junction with Low Street, (marked 'G' on the plan numbered 4 in the deposited plan), to a point 700 metres north of the Manor House bridge over the A1 trunk road, (marked 'H' on the plan numbered 5 in the deposited plan).

9. That length of the A1 trunk road, varying in width, from a point 307 metres north of the Catterick North bridge over the A1 trunk road, (marked 'J' on the plan numbered 5 in the deposited plan), to a point 634 metres south of the centre of the Scotch Corner junction with the A1 trunk road, (marked 'K' on the plan numbered 6 in the deposited plan).

EXPLANATORY NOTE

(This note is not part of the Order)

The purpose of this Order is to authorise the Secretary of State to remove the trunk road status from certain lengths of the existing A1 in North Yorkshire and to allow it to be used as a local access road following the construction of a dual three lane motorway (D3M) between Dishforth and Barton.

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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