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STATUTORY INSTRUMENTS

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**1992 No. 1819**

**HIGHWAYS, ENGLAND AND WALES**

**The A1 Motorway (Walshford to Dishforth  
Section and Connecting Roads) Scheme 1992**

*Made* - - - - - *15th July 1992*  
*Coming into force* - - - - - *14th August 1992*

The Secretary of State for Transport makes this Scheme in exercise of powers conferred by sections 16, 17, 19, 106 and 108 of the Highways Act 1980<sup>(1)</sup>, and now vested in him<sup>(2)</sup>, and all other enabling powers:—

1. The Secretary of State is authorised to provide for the use of traffic of Classes I and II of the classes of traffic set out in Schedule 4 to the Highways Act 1980—
  - (a) a special road along the route described in Schedule 1 to this Scheme (this special road being in this Scheme referred to as “the Motorway”), and
  - (b) special roads along the routes described in Schedule 2 to this Scheme for the purposes of connecting the Motorway with other highways at the places stated in that Schedule (these special roads being in this Scheme referred to as “the connecting roads”).
2. The centre line of the special roads are indicated by heavy black lines on the deposited plan.
3. The special roads shall become trunk roads on the date when this Scheme comes into force.
4. The Secretary of State is also authorised to construct as part of the Motorway the bridge specified in Schedule 3.
5. In this Scheme—
  - (1) all measurements of distance are measured along the route of the relevant highway;

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(i) “the deposited plan”	means the plan number HA16/YHCPD 4 marked “The A1 Motorway (Walshford to Dishforth Section and Connecting Roads) Scheme 1992”, containing 2 maps bound together and numbered 1 and 2 inclusive, signed by authority of the Secretary of State and deposited at the Department of Transport,
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(1) 1980 c. 66.  
(2) S.I.1981/238.

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	Romney House, 43 Marsham Street, London SW1P 3PY;
(ii) “the special roads”	means all the special roads which the Secretary of State is authorised by this Scheme to provide; and
(iii) “the Motorway” and “the connecting roads”	have the meanings given in article 1 of this Scheme.

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**6.** This Scheme shall come into force on 14th August 1992, and may be cited as the A1 Motorway (Walshford to Dishforth Section and Connecting Roads) Scheme 1992.

Signed by authority of the Secretary of State for Transport

15th July 1992

*J. P. Henry*  
Regional Director Yorkshire and Humberside  
Region  
Department of Transport

## SCHEDULE 1

### ROUTE OF THE MOTORWAY

A route about 20.6 kilometres in length, starting on the A1 trunk road at a point 450 metres south of its junction with Whixley Lane, Walshford (marked “A” on the map numbered 1 in the deposited plan) then going in a generally northerly direction to a point 430 metres north-east of its junction with Guy Lane (marked “B” on the map numbered 2 in the deposited plan) all in the Borough of Harrogate in the County of North Yorkshire.

## SCHEDULE 2

### ROUTES OF THE CONNECTING ROADS

The routes of the connecting roads are routes in the Borough of Harrogate in the County of North Yorkshire as follows—

#### **Junction with the A59 at Allerton Moor**

1. Two routes to connect the northbound carriageway of the Motorway with a roundabout to be constructed as part of the A59 at Allerton Moor (the connecting roads along these routes being given the reference numbers 1 and 2 on the map numbered 1 in the deposited plan) and two routes to connect the southbound carriageway of the Motorway with the roundabout (the connecting roads along these routes being given the reference numbers 3 and 4 on the map numbered 1 in the deposited plan).

#### **Junction with Aldborough Gate (Unclassified County Road SK310R)**

2. Two routes to connect the northbound carriageway of the Motorway with a roundabout to be constructed as part of Aldborough Gate Junction (the connecting roads along these routes being given the reference numbers 5 and 6 on the map numbered 2 in the deposited plan) and two routes to connect the southbound carriageway of the Motorway with a road to be constructed as part of Aldborough Gate Junction (the connecting roads along these routes being given the reference numbers 7 and 8 on the map numbered 2 in the deposited plan).

## SCHEDULE 3

### SPECIFICATION OF THE NEW MOTORWAY BRIDGE CROSSING THE RIVER URE WEST OF THE EXISTING ARROWS BRIDGE NEAR BOROUGHBRIDGE IN THE COUNTY OF NORTH YORKSHIRE

#### **POINTS OF COMMENCEMENT AND TERMINATION**

From a point on the south side of the River Ure 47.5 metres south-west of the south-west parapet of the existing Arrows Bridge and 67 metres south of the south pier of the existing Arrows Bridge.

To a point on the north side of the River Ure 40 metres south-west of the north-west parapet of the existing Arrows Bridge and 44.5 metres west of the north pier of the existing Arrows Bridge.

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**Spans**

One navigation span measured square to the river of 40.6 metres with side spans on either side.

**Headroom**

Not less than 7.8 metres above mean water level at piers and not less than 9.3 metres above water level at the mid-point of the centre span.

**Waterway**

The existing navigable width of 39 metres is increased to 40.6 metres at the existing Arrows Bridge.

**River Diversion**

The road construction will encroach on the area of navigable waterway on the existing north and south banks of the river for a distance of 52 metres south-west and 68 metres south-west of the existing bridge structure and is shown by black hatching on the Site Plan.

