

EXPLANATORY MEMORANDUM TO
THE A1(M) MOTORWAY AND THE M62 MOTORWAY
(HOLMFIELD INTERCHANGE LINK ROADS)
(SPEED LIMIT) REGULATIONS 2008

2008 No. 2262

1. This explanatory memorandum has been prepared by the Highways Agency, an Executive Agency of the Department for Transport, and is laid before Parliament by command of Her Majesty.

2. Description

2.1 This instrument places a 50 miles per hour speed limit on the six link roads connecting the A1(M) Motorway northbound and southbound carriageways with the M62 Motorway eastbound and westbound carriageways at Holmfield Interchange.

3. Matters of special interest to the Joint Committee on Statutory Instruments

3.1 None

4. Legislative Background

4.1 This instrument has been made under Section 17(2) and (3) of the Road Traffic Regulation Act 1984, which empowers the Secretary of State to make regulations with respect to the use of special roads generally and, as in this case, with respect to particular lengths of motorway.

5. Territorial Extent and Application

5.1 This instrument applies to England.

6. European Convention on Human Rights

Not applicable.

7. Policy background

7.1 One of the prime policy objectives of the Department for Transport is to improve road safety.

The A1(M)/M62 Holmfield Interchange has been constructed as part of the scheme to upgrade of the A1 Trunk Road between Darrington and Dishforth to motorway status. The new interchange provides 6 free flow link roads directly connecting the carriageways of the M62 and A1(M). However, the location of Holmfield Interchange, adjacent to housing development, has resulted in a number of physical and environmental constraints being made on its design as a consequence of which a number of safety features have been introduced, including lighting and high friction grip surfacing. The 50mph speed limit is to

be imposed, in consultation with West Yorkshire Police, as part of these safety measures.

During the statutory consultation process the draft SI was issued to 23 people including members of the emergency services. The process began on 12 March 2007 and ended on 4 June 2007. Only one response was received to the consultation from the Freight Transport Association which was satisfactorily dealt with the HA.

8. Impact

8.1 A Regulatory Impact Assessment has not been prepared for this instrument, as it has no impact on business, charities or voluntary bodies.

8.2 The impact on the public sector it is believed will be improved road safety.

9. Contact

Paul Thomas at the Highways Agency tel: 0113 283 6446 or e-mail: paul.thomas@highways.gsi.gov.uk can answer any queries regarding the instrument.