

2014 No. 1284

ROAD TRAFFIC

The A19 Trunk Road (Stockton Interchange to Wolviston Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2014

Made - - - - - *1st May 2014*

Coming into force - - - - - *5th May 2014*

WHEREAS, the Secretary of State for Transport, being the traffic authority for the A19 Trunk Road and connecting roads, in the District of Stockton-on-Tees, is satisfied that traffic on that trunk road and some of those connecting roads should be restricted and prohibited because junction improvement 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(a), makes the following Order:

1. This Order may be cited as the A19 Trunk Road (Stockton Interchange to Wolviston Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2014 and shall come into force on 5th May 2014.

2. In this Order: –

“the A19” means the A19 Trunk Road;

“the first length of carriageway” means the A19 northbound carriageway from a point 1930 metres south of the centre point of the A689 Wolviston Interchange northern overbridge to a point 770 metres north of the aforesaid overbridge, a distance of 2700 metres;

“the second length of carriageway” means the A19 southbound carriageway from a point 1710 metres north of the centre point of the A689 Wolviston Interchange northern overbridge to a point 890 metres south of the centre point of the aforesaid overbridge, a distance of 2600 metres;

“the third length of carriageway” means the A19 northbound carriageway from the nose of the A1027 northbound exit slip road at Stockton Ring Road to the nose of the A689 northbound entry slip road at Wolviston Interchange, a distance of 4600 metres;

“the fourth length of carriageway” means the A19 southbound carriageway from the nose of the A689 exit slip road at Wolviston Interchange to the nose of the A1027 southbound entry slip road at Stockton Ring Road, a distance of 5800 metres;

“the first slip road” means any of the following A19 slip roads:

- (i) northbound exit and entry slip roads at the A689 Wolviston Interchange; or
- (ii) southbound exit and entry slip roads at the A689 Wolviston Interchange;

“the second slip road” means any of the following A19 slip roads;

- (i) northbound exit and entry slip roads at the A689 Wolviston Interchange;
- (ii) southbound exit and entry slip roads at the A689 Wolviston Interchange;

(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.

(iii) northbound entry slip road at the A1027 Stockton Ring Road Interchange; or

(iv) southbound exit slip road at A1027 Stockton Ring Road Interchange;

“a layby” means an area of carriageway intended for the waiting of vehicles, bounded partly by a road marking on the outer edge of that carriageway complying with diagram 1010 in Schedule 6 to the Traffic Signs Regulations and General Directions 2002(a); and in this definition “carriageway” means any way (other than a cycle track) comprised in the A19 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;

“the first works period” means the period starting at 20:00 hours on Tuesday 6th May 2014 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 Tuesday 6th May 2014 or any subsequent night thereafter until 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 first works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour in the first length of carriageway, the second length of carriageway or the first slip road.

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 third length of carriageway, the fourth length of carriageway or the second slip road.

5. Subject as mentioned in article 6 no person shall, during the second works period, cause or permit any vehicle to enter or wait in a layby situated adjacent to the A19:

(i) northbound carriageway 1100 metres and 2700 metres south of the centre point of the A689 Wolviston Interchange northern overbridge;

(ii) southbound carriageway 1050 metres north of the centre point of the A689 Wolviston Interchange northern overbridge; or

(iii) southbound carriageway 1100 metres and 3000 metres south of the centre point of the A689 Wolviston Interchange northern overbridge.

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 traffic officer or winter maintenance purposes; or

(c) anything done at the direction of, or with the permission of, a constable or traffic officer in uniform;

and nothing in article 3 shall apply to any vehicle being used for a purpose specified in paragraph (a) of this article.

7. No speed limit imposed by this Order applies to vehicles falling within regulation 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.

Signed by authority of the Secretary of State

1st May 2014

M Schofield
A Team Leader
in the Highways Agency

(a) S.I. 2002/3113. Part I.

(b) S.I. 2011/935.