

2014 No. 1856

ROAD TRAFFIC

**The A1(M) Motorway (Junction 59 to Junction 60) (Temporary
Restriction and Prohibition of Traffic) Order 2014**

Made - - - *26th June 2014*

Coming into force - *13th July 2014*

WHEREAS, the Secretary of State for Transport, being the traffic authority for the A1(M) Motorway and connecting roads, in the County of Durham, is satisfied that traffic on that motorway and some of those connecting roads should be restricted and prohibited because bridge works and general maintenance 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) and regulation 16(2) of the Motorways Traffic (England and Wales) Regulations 1982(b), makes the following Order:

1. This Order may be cited as the A1(M) Motorway (Junction 59 to Junction 60) (Temporary Restriction and Prohibition of Traffic) Order 2014 and shall come into force on 13th July 2014.

2. In this Order; –

“the A1(M)” means the A1(M) Motorway;

“the first length of carriageway” means the A1(M) northbound carriageway from a point 480 metres north of the centre point of Aycliffe north overbridge to a point 340 metres south of the centre point of Bradbury south overbridge, a distance of 7460 metres;

“the second length of carriageway” means the A1(M) southbound carriageway from a point 180 metres south of the centre point of Green Lane overbridge to a point 810 metres north of the centre point of Bradbury north overbridge, a distance of 7380 metres;

“the third length of carriageway” means the A1(M) northbound and southbound carriageways from a point 360 metres south of the centre point of Green Lane overbridge to a point 330 metres south of the centre point of Bradbury south overbridge, a distance of 6310 metres;

“the fourth length of carriageway” and “the fifth length of carriageway” mean, respectively, the A1(M) northbound and southbound carriageways from a point 300 metres south of the centre point of Ricknall Lane overbridge to a point 350 metres south of the centre point of High Farm access overbridge, a distance of 4800 metres;

“the sixth length of carriageway” means the A1(M) northbound and southbound carriageways from a point 180 metres south of the centre point of Green Lane overbridge to a point 330 metres south of the centre point of Bradbury south overbridge, a distance of 6130 metres;

(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.
(b) S.I. 1982/1163, as amended by S.I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3168, 2004/3258 and 2006/594.

“the seventh length of carriageway” means the A1(M) northbound and southbound carriageways from a point 360 metres south of the centre point of Green Lane overbridge to a point 70 metres north of the centre point of Bradbury south overbridge, a distance of 6710 metres;

“the eighth length of carriageway” means the A1(M) southbound carriageway from the nose of the exit slip road at Junction 60 to the nose of the entry slip road at Junction 59, a distance of 8995 metres;

“the ninth length of carriageway” means the A1(M) northbound carriageway from the nose of the exit slip road at Junction 59 to the nose of the entry slip road at Junction 60, a distance of 8410 metres;

“a first slip road” means any of the following A1(M) slip roads:

- (i) the southbound entry slip road at Junction 60 (Bradbury);
- (ii) the northbound entry slip road at Junction 59 (Aycliffe); and
- (iii) the southbound entry slip road at Junction 61 (Bowburn);

“a second slip road” means the A1(M) southbound entry slip road at Junction 60;

“overall width” has the meaning given in regulation 3(2) of the Road Vehicles (Construction and Use) Regulations 1986(a);

“operating weight” shall be calculated as provided in Section 138 of the Road Traffic Regulations Act 1984;

“the first works period” means the period starting at 06:00 hours on Monday 14th July 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 Monday 14th July 2014 and any subsequent night thereafter until the said works have been completed;

“the third works period” means a period of 14 hours starting at 06:00 hours on Monday 14th July 2014 and any subsequent day 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 9 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 and a first slip road.

4. Subject as mentioned in article 9 no person shall, during the second works period, cause or permit any vehicle to enter or proceed in the eighth length of carriageway, the ninth length of carriageway or a second slip road.

5. The provisions of articles 3, 4, 6, 7, and 8 shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs.

6. (1) During such times, as pursuant to article 5, movement of traffic is prohibited in one or more lanes of the fourth length of carriageway but is not prohibited in the fifth length of carriageway, no person shall cause or permit any vehicle to:

- (a) enter or proceed in the offside lane of the fifth length of carriageway in any direction other than northwards,
- (b) overtake a moving vehicle in the fifth length of carriageway, or
- (c) make a u-turn in the fifth length of carriageway.

(2) During such times, as pursuant to article 5, movement of traffic is prohibited in one or more lanes of the fifth length of carriageway but is not prohibited in the fourth length of carriageway, no person shall cause or permit any vehicle to:

- (a) enter or proceed in the offside lane of the fourth length of carriageway in any direction other than southwards,
- (b) overtake a moving vehicle in the fourth length of carriageway, or

(a) S.I. 1986/1078, to which there are amendments not relevant to this Order.

(c) make a u-turn in the fourth length of carriageway.

(3) When, pursuant to article 5, movement of traffic is prohibited in one or more lanes of a length of one carriageway but is not prohibited in the corresponding length of the other carriageway, the provision of this article with respect to that other carriageway shall apply to that length of that carriageway.

7. Subject as mentioned in article 9 no person shall, during the third works period, cause or permit any vehicle to enter or proceed in any specified lanes of the sixth length of carriageway as indicated by traffic signs:

- (i) with an overall width exceeding 8'2''; or
- (ii) with an operating weight exceeding 7.5 Tonnes.

8. Subject as mentioned in article 9 no person shall, during the first works period, cause or permit any vehicle with an overall width exceeding 9'9'' to enter or proceed in any specified lanes of the seventh length of carriageway as indicated by traffic signs.

9. Nothing in articles 4, 6 (1) and (2) save paragraphs (a), 7, and 8 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 winter maintenance or traffic officer 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.

10. 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(a) when used in accordance with regulation 3(5) of those Regulations.

11. The provisions of regulations 5 and (in so far as it relates to a vehicle being driven) 9 of the Motorways Traffic (England and Wales) Regulations 1982(b) are suspended in relation to the hard shoulder adjacent to the third length of carriageway as described in article 2 at such times and to such extent as may, from time to time, be indicated by traffic signs; and in this article "hard shoulder" has the meaning given in regulation 3(1)(e) of those Regulations.

Signed by authority of the Secretary of State

26th June 2014

M Schofield
A Team Leader
in the Highways Agency

(a) S.I. 2011/935.

(b) S.I. 1982/1163; amended by S.I. 1983/374, 1984/1479, 1992/1364.