

2014 No. 759

ROAD TRAFFIC

The A1 Trunk Road (Metro Centre Interchange to Stannington Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2014

Made - - - - - *27th February 2014*

Coming into force - - - - - *8th March 2014*

WHEREAS, the Secretary of State for Transport, being the traffic authority for the A1 Trunk Road and connecting roads, in the Districts of Gateshead and Newcastle upon Tyne, in the County of Northumberland, is satisfied that traffic on that trunk road and some of those connecting roads should be restricted and prohibited because road retexturing and routine maintenance 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 A1 Trunk Road (Metro Centre Interchange to Stannington Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2014 and shall come into force on 8th March 2014.
2. In this Order:-

“the A1” means the A1 Trunk Road;

“the first length of carriageway” means the A1 northbound carriageway from a point approximately 200 metres north of the nose of the northbound exit slip road at Blaydon Interchange to the nose of the northbound entry slip road at North Brunton Interchange, a distance of approximately 10500 metres;

“the second length of carriageway” means the A1 northbound carriageway from a point 100 metres south of the nose of the northbound exit slip road as Stannington South Junction to the nose of the northbound entry slip road at Stannington Interchange, a distance of approximately 1700 metres;

“the third length of carriageway” means the A1 southbound carriageway from the centre point of Stalks Road underbridge to a point approximately 300 metres north of the nose of the southbound exit slip road at Blaydon Interchange, a distance of approximately 11100 metres;

“the fourth length of carriageway” means the A1 northbound carriageway from the nose of the northbound exit slip road at Metro Centre Interchange to the nose of the northbound entry slip road at North Brunton Interchange, a distance of 11800 metres;

“the fifth length of carriageway” means the A1 northbound carriageway from the nose of the northbound exit slip road at Stannington Interchange to the nose of the northbound entry slip road at Stannington Interchange, a distance of 550 metres;

“the sixth length of carriageway” means the A1 southbound carriageway from the nose of the southbound exit slip road at North Brunton Interchange to the nose of the southbound entry slip road at Kingston Park Interchange, a distance of 2900 metres; or

“the seventh length of carriageway” means the A1 southbound carriageway from the nose of the southbound exit slip road at Kenton Bar Interchange to the nose of the southbound entry slip road at Blaydon Interchange, a distance of 6400 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.

“a slip road” means any of the following A1 slip roads:

- (i) northbound entry slip road at Metro Centre Interchange;
- (ii) northbound exit slip road at Swalwell Interchange;
- (iii) northbound entry and exit slip roads at Blaydon Interchange;
- (iv) northbound entry and southbound exit slip roads at Scotswood Interchange;
- (v) northbound and southbound entry and exit slip roads at Denton Burn Interchange;
- (vi) northbound and southbound entry and exit slip roads at Westerhope Interchange;
- (vii) northbound and southbound entry and exit slip roads at Kenton Bar Interchange;
- (viii) northbound and southbound entry and exit slip roads at Kingston Park Interchange;
- (ix) northbound exit and southbound entry slip roads at North Brunton Interchange; or
- (x) northbound entry slip road at Shotton 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 A1 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 00:01 hours on Sunday 9th March 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 Sunday 9th March 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 second 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 third length of carriageway.

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 fourth length of carriageway, the fifth length of carriageway, the sixth length of carriageway, the seventh length of carriageway, or a slip road.

5. Subject as mentioned in article 6 no person shall, during the first works period, cause or permit any vehicle to enter or wait in a layby situated adjacent to the A1 northbound and southbound carriageways between Dunston Interchange and Stannington Interchange.

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 article 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 a vehicle being used for the 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

27th February 2014

M Schofield
A Team Leader
in the Highways Agency

(a) S.I. 2002/3113. Part I.
(b) S.I. 2011/935.