

2013 No. 778

ROAD TRAFFIC

**The A1(M) Motorway (Junction 63 to Junction 65) and the A1
Trunk Road (Newcastle and Gateshead Western Bypass)
(Temporary Restriction and Prohibition of Traffic) Order 2013**

Made - - - - - *14th February 2013*

Coming into force - - - *21st February 2013*

WHEREAS, the Secretary of State for Transport, being the traffic authority for the A1(M) Motorway, the A1 Trunk Road and connecting roads, in the Districts of Chester-le-Street, Gateshead and Newcastle, is satisfied that traffic on that motorway, that trunk road and some of those connecting roads should be restricted and prohibited because traffic sign installation, layby improvement, lining and road stud renewal 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(M) Motorway (Junction 63 to Junction 65) and the A1 Trunk Road (Newcastle and Gateshead Western Bypass) (Temporary Restriction and Prohibition of Traffic) Order 2013 and shall come into force on 21st February 2013.

2. In this Order;

“the A1(M)” means the A1(M) Motorway northbound carriageway from the centreline of the northern overbridge at Junction 63 (Blind Lane) northwards for a distance of 4260 metres;

“the A1” means the A1 Trunk Road;

“the first length of carriageway” means the A1 northbound carriageway from the centreline of the overbridge at the A694 Derwenthaugh Interchange northwards for a distance of 4576 metres;

“the second length of carriageway” means the A1 southbound carriageway from the centreline of the northern overbridge at the B1318 Gosforth Park Interchange southwards for a distance of 6725 metres;

“the third length of carriageway” means the A1 southbound carriageway from the centreline of Smithy Lane overbridge south eastwards for a distance of 2700 metres;

“the first length of northbound carriageway” means the A1 northbound carriageway from nose of the northbound exit slip road at Coalhouse Interchange to the nose of the northbound entry slip road at the A692 Lobley Hill Interchange, a distance of 3590 metres;

“the second length of northbound carriageway” means the A1 northbound carriageway from nose of the northbound exit slip road at Dunston Interchange to the nose of the northbound entry slip road at the Metro Centre Interchange, a distance of 2105 metres;

“the southbound carriageway” means the A1 southbound carriageway from nose of the southbound exit slip road at the Metro Centre Interchange to the nose of the southbound entry slip road at Dunston Interchange, a distance of 2055 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 first slip road” means any of the following slip roads:

- (i) the A1(M) Motorway northbound entry slip road at Junction 63;
- (ii) the A1(M) Motorway northbound exit and entry slip roads at Junction 64 (Vigo);
- (iii) the A1 northbound entry slip road at Derwenthaugh Interchange;
- (iv) the A1 northbound and southbound entry slip roads at the A69 Denton Burn Interchange;
- (v) the A1 northbound entry and southbound exit slip roads at Scotswood Interchange;
- (vi) the A1 southbound entry slip road at Gosforth Park Interchange;
- (vii) the A1 southbound entry slip road at the A696 Kenton Bar Interchange;
- (viii) the A1 southbound entry slip road at Westerhope Interchange;
- (ix) the A1 southbound exit slip road at the A167 Eighton Lodge Interchange; and
- (x) the A1 southbound exit slip road at A1231 Blackfell Interchange;

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

- (i) the northbound entry slip road at Coalhouse Interchange;
- (ii) the northbound exit slip road at Lobley Hill Interchange;
- (iii) the northbound entry and southbound exit slip roads at Dunston Interchange;
- (iv) the northbound exit and southbound entry slip roads at the Metro Centre Interchange;
- (v) the northbound entry and southbound exit slip roads at Denton Burn Interchange;
- (vi) the northbound exit and southbound entry slip roads at Westerhope Interchange; and
- (vii) the southbound entry slip road at Swalwell 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 Friday 22nd February 2013 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 Friday 22nd February 2013 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 5 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 A1(M), the first length of carriageway, the second length of carriageway, the third length of carriageway or a 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 first length of northbound carriageway, the second length of northbound carriageway, the southbound carriageway or a second slip road.

5. Subject as mentioned in article 5 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:

- (i) northbound carriageway approximately 1400 metres south of the A692 Lobley Hill Interchange or 730 metres west of Dunston Interchange;
- (ii) southbound carriageway approximately 640 metres west of Dunston Interchange or 1450 metres south of Lobley Hill Interchange;
- (iii) northbound or southbound carriageways between the A69 Denton Burn Interchange and the B1318 Gosforth Park Interchange, a distance of approximately 6900 metres; or
- (iv) southbound entry slip road at the A167 Eighton Lodge Interchange.

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

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 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.

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

Signed by authority of the Secretary of State

14th February 2013

M Schofield
A Team Leader
in the Highways Agency

(a) S.I. 2011/935.