

2011 No. 392

ROAD TRAFFIC

The A696 Trunk Road (Kenton Bank Foot Interchange to Prestwick Road End Roundabout) (Temporary Restriction and Prohibition of Traffic) Order 2011

Made - - - - - *11th February 2011*

Coming into force - - - - - *24th February 2011*

WHEREAS, the Secretary of State for Transport, being the traffic authority for the A696 Trunk Road and connecting roads, in the District of Newcastle upon Tyne, is satisfied that traffic on that trunk road and some of those connecting roads should be restricted and prohibited because carriageway repair, signing and lining 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 A696 Trunk Road (Kenton Bank Foot Interchange to Prestwick Road End Roundabout) (Temporary Restriction and Prohibition of Traffic) Order 2011 and shall come into force on 24th February 2011.

2. In this Order; -

“the A696” means the A696 Trunk Road;

“the first length of carriageway” means the A696 westbound carriageway from a point 100 metres south of the centreline of Kenton Bank Foot Interchange overbridge to a point 50 metres south of its junction with Prestwick Road End Roundabout, a distance of 3790 metres;

“the second length of carriageway” means the A696 westbound and eastbound carriageways from a point 360 metres south of its junction with the Airport Roundabout to its junction with Prestwick Road End Roundabout, a distance of 760 metres;

“the westbound carriageway” means the A696 westbound carriageway from the nose of the westbound exit slip road at Black Callerton Interchange to its junction with the Airport Roundabout, a distance of 1366 metres;

“the eastbound carriageway” means the A696 eastbound carriageway from its junction with the Airport Roundabout to the nose of the eastbound entry slip road at Black Callerton Interchange, a distance of 1320 metres;

“the first slip roads” means the A696 westbound entry slip road at Kenton Bank Foot Interchange and the westbound entry slip road at Black Callerton Interchange;

“the second slip roads” means the A696 westbound entry and eastbound exit slip roads at Black Callerton Interchange;

“a roundabout” means the circulatory carriageway of the A696 Airport Roundabout and the A696 Prestwick Road End Roundabout;

(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 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 A696 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 25th February 2011 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 25th February 2011 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 8, no person shall, during the first works period, cause or permit any vehicle to be driven in the second length of carriageway or a roundabout at a speed exceeding:

- (a) 10 miles per hour whilst traffic signs of a character authorised under Section 64 of the Road Traffic Regulation Act 1984 indicating “convoy working” on that length of road are displayed; or
- (b) 40 miles per hour whilst such traffic signs in relation to that length of road are not displayed.

4. Subject as mentioned in article 8, no person shall, during the first or 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 or the first slip roads.

5. Subject as mentioned in article 8, no person shall, during the second works period, cause or permit any vehicle to enter or proceed in the westbound carriageway, the eastbound carriageway, the second slip roads or a roundabout.

6. Subject as mentioned in article 8, no person shall, during the first works period, cause or permit any vehicle to enter or wait in a layby situated adjacent to the A696 westbound carriageway approximately 1300 metres north of the centreline of Kenton Bank Foot Interchange overbridge.

7. Subject as mentioned in article 8, no person shall, during the second works period, cause or permit any vehicle to enter or leave the A696 Airport Roundabout at its junctions with the B6918 or the access road to Holystone Quarry.

8. The provisions of articles 3, 4, 5, 6 and 7 shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs. Nothing in articles 5, 6 and 7 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 articles 3 and 4 shall apply to any vehicle being used for a purpose specified in paragraph (a) of this article.

and nothing in article 5 shall apply to any vehicle proceeding in the A696 to or from premises and property which is accessible for that vehicle from, and only from, that road.

Signed by authority of the Secretary of State

11th February 2011

M Schofield
An Area Performance Manager
in the Highways Agency

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