

2014 No. 2610

ROAD TRAFFIC

The A1 Trunk Road (northbound carriageway south of Seaton Burn Interchange) (Closure of Layby) Order 2014

Made - - - - 22nd September 2014

Coming into force - - 6th October 2014

The Secretary of State for Transport, in exercise of the powers conferred by sections 1(1) and 2(1) and (2) of the Road Traffic Regulation Act 1984(a), makes the following Order in the District of Newcastle upon Tyne in the County of Northumberland:

1. This Order may be cited as the A1 Trunk Road (northbound carriageway south of Seaton Burn Interchange) (Closure of Layby) Order 2014, and shall come into force on 6th October 2014.

2. In this Order:

“the A1” means the A1 Trunk Road;

“the overbridge” means the A1 overbridge connecting to the A19 Trunk Road at Seaton Burn Interchange; and

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(b); 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.

3. No person shall cause or permit any vehicle to enter or wait in the layby situated adjacent to the A1 northbound carriageway from a point 1000 metres south of the overbridge to a point 730 metres south of the overbridge.

Signed by authority of the Secretary of State

22nd September 2014

A Firth
A Team Leader
in the Highways Agency

(a) 1984 c.27; section 84(1) was substituted by the Road Traffic Act 1991 (c.40), section 45(2); and section 84(2) was substituted by the New Roads and Street Works Act 1991 (c.22), section 168 and Schedule 8, paragraph 61.
(b) S.I. 2002/3113. Part I.

EXPLANATORY NOTE

(This does not form part of the Order)

As part of improvements to the A1/A19 Seaton Burn Interchange the northbound exit slip road is to be extended so that the slip road diverge will begin further south. This will bring the slip road exit close enough to the layby described in clause 3 of this Order as to represent a serious hazard to traffic. In the interest of road safety and the free flow of traffic, it is therefore proposed to close this layby.