S T A T U T O R Y I N S T R U M E N T S

2010 No. 1133

ROAD TRAFFIC

The A30 Trunk Road (Alphington to Whiddon Down, Devon, and Launceston, Cornwall) (Temporary Prohibition and Restriction of Traffic) Order 2010

Made - - - -	*26 January 2010*
Coming into force - -	*29 January 2010*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A30 Trunk Road ("the A30"), is satisfied that traffic on lengths of that road between Alphington and Whiddon Down in the Districts of Teignbridge and Mid Devon and the Borough of West Devon in the County of Devon and near Launceston in Cornwall should be prohibited and restricted because 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**), hereby makes the following Order:-

1. This Order may be cited as the A30 Trunk Road (Alphington to Whiddon Down, Devon, and Launceston, Cornwall) (Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on 29 January 2010.

2. In this Order –

"the first length of the A30" means (i) the westbound carriageway of the A30 between a point 3250 metres east of the centre of Cutteridge Overbridge and a point 1000 metres west of the centre of Holewell Lane Overbridge; (ii) the westbound carriageway of the A30 between a point 1800 metres east of the centre of Bulsworthy Overbridge and a point 1100 metres west of the centre of that Overbridge; (iii) the eastbound carriageway of the A30 between a point 3100 metres west of the centre of Holewell Lane Overbridge and a point 1150 metres east of the centre of Cutteridge Overbridge; and (iv) the eastbound carriageway of the A30 between a point 3200 metres west of the centre of Bulsworthy Overbridge and a point 300 metres west of the centre of that overbridge;

"the second length of the A30" means (i) the westbound carriageway of the A30 between a point 1550 metres east of the centre of Cutteridge Overbridge and a point 475 metres west of the centre of that overbridge; (ii) the westbound carriageway of the A30 between a point 1050 metres east of the centre of the Fingle Glen Junction and a point 750 metres west of the centre of that junction; (iii) the westbound carriageway of the A30 between a point 300 metres east of the centre of Hackworthy Lane Overbridge and a point 1500 metres west of the centre of that overbridge; (iv) the westbound carriageway of the A30 between a point 350 metres east of the centre of Venbridge Hill Overbridge and a point 900 metres west of the centre of Holewell

(**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.

Lane Overbridge; and (v) the westbound carriageway of the A30 between a point 100 metres east of the centre of Bulsworthy Overbridge and a point 1000 metres west of the centre of that overbridge;

"the third length of the A30" means (i) the eastbound carriageway of the A30 between a point 1000 metres west of the centre of Cutteridge Overbridge and a point 1000 metres east of the centre of that overbridge; (ii) the eastbound carriageway of the A30 between a point 1250 metres west of the centre of the Fingle Glen Junction and a point 750 metres east of the centre of that junction; (iii) the eastbound carriageway of the A30 between a point 2000 metres west of the centre of Hackworthy Lane Overbridge and a point 200 metres west of the centre of that overbridge; (iv) the eastbound carriageway of the A30 between a point 1400 metres west of the centre of Holewell Lane Overbridge and a point 650 metres east of the centre of that overbridge; and (v) the eastbound carriageway of the A30 between a point 150 metres west of the centre of Tavistock Road Overbridge and a point 400 metres west of the centre of Bulsworthy Overbridge;

"the fourth length of the A30" means (i) the westbound carriageway of the A30 between the tip of the nosing of the westbound exit slip road at the Alphington Junction and the tip of the nosing of the westbound entry slip road at the Woodleigh Junction; (ii) the westbound carriageway of the A30 between the tip of the nosing of the westbound exit slip road at the Woodleigh Junction and the tip of the nosing of the westbound entry slip road at the Whiddon Down Junction; (iii) the eastbound carriageway of the A30 between the tip of the nosing of the eastbound exit slip road at the Whiddon Down Junction and the tip of the nosing of the eastbound entry slip road at the Woodleigh Junction; and (iv) the eastbound carriageway of the A30 between the tip of the nosing of the eastbound exit slip road at the Woodleigh Junction and the tip of the nosing of the eastbound entry slip road at the Alphington Junction;

"the slip roads" mean (i) the westbound entry slip road at the A30 Alphington Junction; (ii) the westbound entry and exit slip roads at the A30 Woodleigh Junction; (iii) the eastbound entry slip road at the A30 Whiddon Down Junction; (iv) the eastbound entry and exit slip roads at the A30 Woodleigh Junction; and (v) the eastbound exit slip road at the A30 Fingle Glen Junction;

"the slip road" means the entry slip road at the A30 Fingle Glen Junction;

"layby" means an area of carriageway intended for the waiting of vehicles and bounded partly by a traffic sign of the type shown in diagram 1010 in Schedule 6 to the Traffic Signs Regulations 2002(**a**) and partly by the outer edge of that carriageway on the same side of the road as that on which the sign is placed; and in this definition "carriageway" means any way (other than a cycle track) comprised in the trunk road 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 tip of the nosing" means the first point where an entry slip road joins the carriageway of a trunk road or the last point where an exit slip road leaves the carriageway of a trunk road;

"the works" mean culvert maintenance works;

"the works period" means the period starting at 00.01 hours on Monday 1 February 2010 and ending when the said works have been completed;

"a works period" means a period of 10 hours starting at 20.00 hours on Monday 1 February 2010 or any subsequent day and ending when 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 works period, drive any motor vehicle at a speed exceeding 50 miles per hour in the first length of the A30.

4. Subject as mentioned in article 9, no person shall, during a works period, drive any motor vehicle at a speed exceeding 10 miles per hour in the second length of the A30 and the third

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

length of the A30 whilst traffic signs of a character authorised under section 64 of the Road Traffic Regulation Act 1984 indicating "convoy working" on that road are displayed.

5. Subject as mentioned in articles 9 and 10, no person shall, during a works period, cause or permit any vehicle to enter or proceed in the slip roads.

6. Subject as mentioned in articles 9 and 10, no person shall, during the works period, cause or permit any vehicle to enter or proceed in the slip road.

7. Subject as mentioned in articles 9 and 10, no person shall, during a works period, cause or permit any vehicle to enter or proceed in the fourth length of the A30.

8. Subject as mentioned in articles 9 and 10, no person shall, during the works period, cause or permit any vehicle to enter, proceed or remain in the layby adjacent to:

(i) the westbound carriageway of the A30 situated 1900 metres east of the centre of Cutteridge Overbridge;

(ii) the westbound carriageway of the A30 situated 100 metres west of the centre of Cutteridge Overbridge;

(iii) the westbound carriageway of the A30 situated 150 metres west of the centre of West Town Overbridge;

(iv) the westbound carriageway of the A30 situated 950 metres west of the centre of the Fingle Glen Junction;

(v) the westbound carriageway of the A30 situated 500 metres west of the centre of Hackworthy Lane Overbridge;

(vi) the westbound carriageway of the A30 situated 900 metres east of the centre of the Woodleigh Junction;

(vii) the westbound carriageway of the A30 situated 200 metres west of the centre of Holewell Lane Overbridge;

(viii) the westbound carriageway of the A30 situated 250 metres east of the centre of Bulsworthy Overbridge;

(ix) the westbound carriageway of the A30 situated 700 metres west of the centre of Bulsworthy Overbridge;

(x) the eastbound carriageway of the A30 situated 325 metres east of the centre of Tavistock Road Overbridge;

(xi) the eastbound carriageway of the A30 situated 800 metres west of the centre of Holewell Lane Overbridge;

(xii) the eastbound carriageway of the A30 situated 1000 metres west of the centre of Hackworthy Lane Overbridge;

(xiii) the eastbound carriageway of the A30 situated 800 metres east of the centre of Hackworthy Lane Overbridge;

(xiv) the eastbound carriageway of the A30 situated 1350 metres east of the centre of the Fingle Glen Junction;

(xv) the eastbound carriageway of the A30 situated 400 metres west of the centre of Cutteridge Overbridge.

9. The provisions of articles 3, 4, 5, 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 and shall not apply to:

(a) a vehicle being used for police, fire and rescue authority or ambulance purposes;

(b) anything done at the direction of, or with the permission of, a police officer in uniform.

10. The provisions of articles 5, 6, 7 and 8 shall not apply to a vehicle being used for or in connection with the said works, for traffic officer purposes or for winter maintenance purposes.

Signed by authority of the Secretary of State

MALCOLM ROBERTS
An Area Performance Manager
in the Highways Agency

26 January 2010