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

2010 No. 116

ROAD TRAFFIC

The A55 Trunk Road (Junctions with A51, A483 and A41 Westbound and Eastbound Entry Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2010

Made - - - -	*12 January 2010*
Coming into force - -	*7 February 2010*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A55 Trunk Road and its slip roads, is satisfied that traffic on sections of that trunk road and on three of those slip roads in Cheshire West and Chester 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 A55 Trunk Road (Junctions with A51, A483 and A41 Westbound and Eastbound Entry Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on 7 February 2010.

2. In this Order:

"the trunk road" means the A55 Trunk Road;

"the tip of the nosing of the entry slip road" means the first point where the slip road joins the carriageway of the trunk road;

"the tip of the nosing of the exit slip road" means the last point where the slip road leaves the carriageway of the trunk road;

"the first length of carriageway" means the eastbound carriageway of the trunk road from a point 1035 metres east of the tip of the nosing of the entry slip road at Junction 36 (Junction with the A483) to a point 3735 metres east of the tip of the nosing of the entry slip road at Junction 36;

(**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

"the second length of carriageway" means the westbound carriageway of the trunk road from a point 1825 metres west of the tip of the nosing of the entry slip road at Junction 37 (Junction with the A41) to a point 4825 metres west of the tip of the nosing of the entry slip road at Junction 37;

"the third length of carriageway" means the eastbound carriageway of the trunk road from the tip of the nosing of the A483 (Junction 36) exit slip road to the tip of the nosing of the A51 entry slip road;

"the fourth length of carriageway" means the westbound carriageway of the trunk road from the tip of the nosing of the A51 (Junction 37) exit slip road to the tip of the nosing of the A483 (Junction 36) entry slip road;

"the first slip road" means the entry slip road leading to the westbound carriageway of the trunk road from the A41/A5115;

"the second slip road" means the entry slip road leading to eastbound carriageway of the trunk road from the A483;

"the third slip road" means the entry slip road leading to the westbound carriageway of the trunk road from the A51;

"the first works period" means a period starting at 2200 hours on Monday 8 February 2010 and ending at 0500 hours on Friday 2 April 2010. However, works may start and continue beyond these dates until completed.

"the second works period" means periods over ten nights between 2200 hours and 0500 hours during a period starting on Monday 8 February 2010 and ending on Friday 2 April 2010. However, works may start and continue between the same times on subsequent nights, or continue until completed.

"works" means replacement parapet works to the River Dee and Huntingdon Waterworks bridges;

3. Subject as mentioned in article 5 of this Order, during the first works period, no person shall cause or permit any vehicle to be driven in the first and second lengths of carriageway or first slip road at a speed exceeding 50 miles per hour.

4. Subject as mentioned in article 5 of this Order, during the second works period, no person shall cause or permit any vehicle to enter or proceed in the third and fourth lengths of carriageway or the first, second and third slip roads.

5. The provisions of articles 3 and 4 of this Order 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 vehicle being used for emergency purposes by the police, fire and rescue authority or ambulance services or anything done at the direction of, or with the permission of, a police officer or traffic officer in uniform.

And nothing in article 4 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

Signed by authority of the Secretary of State for Transport

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A WITHINGTON
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[DFT 1616]