STATUTORY INSTRUMENTS

2010 No. 1464

ROAD TRAFFIC

The A47 Trunk Road (Kings Lynn Southern Bypass, Pullover Interchange to Hardwick Interchange, Norfolk) (Temporary Restriction and Prohibition of Traffic) Order 2010

Made - - - -	*17 May 2010*
Coming into force - -	*24 May 2010*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A47 Trunk Road ("the A47") and connecting roads, is satisfied that traffic on lengths of that road and on some of those other roads in the County of Norfolk should be restricted and prohibited 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 A47 Trunk Road (Kings Lynn Southern Bypass, Pullover Interchange to Hardwick Interchange, Norfolk) (Temporary Restriction and Prohibition of Traffic) Order 2010 and shall come into force on 24 May 2010.

2. In this Order –

"Pullover Interchange", "Saddlebow Interchange" and "Hardwick Interchange" mean, respectively, the A47/A17 Pullover Interchange, the A47/A148 Saddlebow Interchange and the A47/A149/A10 Hardwick Interchange;

"the first length of trunk road" means the westbound carriageway of the A47 from the tip of the nosing of the entry slip road leading from Hardwick Interchange to the tip of the nosing of the exit slip road leading to Saddlebow Interchange;

"the second length of trunk road" means the A47 from the tip of the nosing of the eastbound entry slip road leading from, and the westbound exit slip road leading to, Pullover Interchange and the tip of the nosing of the eastbound and westbound exit slip roads leading to Saddlebow Interchange;

"the third length of trunk road" means the A47 from its junctions with the roundabout at Pullover Interchange to a point 320 metres west of the centre point of the flyover at Hardwick Interchange;

"the fourth length of trunk road" means the eastbound carriageway of the A47 from a point 300 metres southwest of its junction with the roundabout at Pullover Interchange up to, and including the circulatory carriageway of that roundabout;

"the fifth length of trunk road" means the A47 from the tip of the nosing of the eastbound entry slip road leading from, and the westbound exit slip road leading to, Pullover Interchange

(**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.

to the tip of the nosing of the eastbound exit slip road leading to, and the westbound entry slip road from, Saddlebow Interchange;

"the eastbound carriageway" and "the westbound carriageway" mean, respectively, the eastbound carriageway and the westbound carriageway of the A47 from a point 150 metres west of the centre point of the River Great Ouse overbridge to the tip of the nosing of the eastbound exit slip road leading to, and the westbound entry slip road leading from, Saddlebow Interchange;

"tips of the nosings" means, as indicated by the markings on the carriageway, the first point where an entry slip road joins, or the last point where an exit slip road leaves, the carriageway of the A47;

"a slip road" means the A47 westbound entry slip road leading from, and eastbound exit slip road leading to, Saddlebow Interchange;

"overall width" has the meaning given in regulation 3(2) of the Road Vehicles (Construction and Use) Regulations 1986(**a**);

"recovery vehicle" has the meaning given in paragraph 5 of Schedule 1 to the Vehicle and Excise Registration Act 1994(**b**);

"layby" means an area of carriageway intended for the waiting of vehicles, bounded partly by a road marking on the outer edge of the carriageway complying with diagram 1010 in Schedule 6 to the Traffic Signs Regulations and General Directions 2002(**c**); and in this definition "carriageway" means a way constituting or comprised in a trunk road (other than a cycle track) 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;

"works" mean resurfacing and re-waterproofing to the River Great Ouse bridge deck and concrete repair works and the replacement of existing bridge parapets;

"a first works period" means a period of 58 hours starting at 20.00 hours on Friday 28 May 2010 or on any subsequent Friday until the resurfacing and re-waterproofing works to the River Great Ouse bridge have been completed;

"a second works period" means a period of 10 hours starting at 20.00 hours at the end of a first works period, or on any subsequent day until the concrete repair works and replacement of existing parapets to the River Great Ouse bridge have been completed;

"the works period" means the period starting at 09.30 hours at the end of a first works period, and ending when the concrete repair works and replacement of existing parapets to the River Great Ouse bridge 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 articles 6 and 7 no person shall drive any vehicle at speed exceeding –

(a) 40 miles per hour on the first length of trunk road, during a first works period,

(b) 30 miles per hour on the second length of trunk road, during a first works period,

(c) 50 miles per hour on the –

(i) third length of trunk road of trunk road during the works period, or

(ii) fourth length of trunk road during a first works period, or

(d) 10 miles per hour on a length of the fifth length of trunk road whilst traffic signs of a character authorised under section 64 of the Traffic Road Regulation Act 1984 indicating "convoy working" on that length are displayed, during a second works period.

(a) S.I. 1986/1078; to which there are amendments not relevant to this Order.

(b) 1994 c.22.

(**c**) S.I. 2012/3113; Part I.

4. (1) Subject as mentioned in articles 6 and 7 no person shall, during a first works period, cause or permit any vehicle to enter or proceed in –

(a) the eastbound carriageway, or

(b) the offside lane of the westbound carriageway in any direction other than eastwards.

(2) Subject as mentioned in articles 6 and 7 no person shall, during a first works period, cause or permit any vehicle to enter or proceed in –

(a) the westbound carriageway, or

(b) the offside lane of the eastbound carriageway in any direction other than westwards.

5. Subject as mentioned in articles 6 and 7 no person shall cause or permit any vehicle –

(a) to enter or proceed in a slip road, during a first works period,

(b) with an overall width exceeding –

(i) 3.2 metres to enter or proceed in the fifth length of trunk road, during a first works period,

(ii) 3 metres to enter or proceed in the nearside lane of the fifth length of trunk road, during the works period, or

(iii) 2.725 metres to enter or proceed in the offside lane of the eastbound carriageway or the westbound carriageway, during the works period, or

(c) other than a recovery vehicle, to enter the layby adjacent to the westbound carriageway of the A47 situated 800 metres south of its junction with the A47/A10 West Winch Road Roundabout, during the works period.

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.

7. Nothing in articles 4(1)(a), (2)(a) and 5 shall apply to a vehicle –

(a) being used for, or in connection with, the said works,

(b) being used for police, fire and rescue authority or ambulance purposes, or

(c) proceeding at the direction of, or with the permission of, a constable, or a traffic officer in uniform,

and nothing in article 3 shall apply to a vehicle being used for a purpose specified in paragraph (b) of this article.

Signed by authority of the Secretary of State for Transport

P J Smith

Woodlands, Manton Lane, Bedford — An Area Performance Manager

17 May 2010 — in the Highways Agency