

2014 No. 3123

ROAD TRAFFIC

**The A66 Trunk Road (Briery Interchange to Greta Bridge
Resurfacing) (Temporary Prohibition and Restriction of Traffic)
Order 2014**

Made - - - - *6th November 2014*

Coming into force - - *9th November 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A66 Trunk Road and its slip roads, is satisfied that traffic on lengths of that road and on three of those slip roads in the District of Allerdale in the County of Cumbria 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 A66 Trunk Road (Briery Interchange to Greta Bridge Resurfacing) (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 9th November 2014.

2. In this Order:

“the trunk road” means the A66 Trunk Road;

“the first length of carriageway” means the eastbound and westbound dual carriageway and single carriageway sections of the trunk road from the point where the centre point of the trunk road meets the circulatory carriageway of the Crosthwaite Roundabout to the centreline of the junction of the trunk road with the B5322 to Thirlmere;

“the second length of carriageway” means the eastbound and westbound dual carriageway and single carriageway sections of the trunk road from the north parapet of Greta Bridge (Keswick) to the centreline of the junction of the trunk road with the B5322 to Thirlmere;

“the first slip road” means the exit slip road leading from the eastbound carriageway of the trunk road to the A591 (Penrith Road) at Low Briery;

“the second slip road” means the entry slip road leading to the eastbound carriageway of the trunk road from the A591 (Penrith Road) at Low Briery;

“the third slip road” means the exit slip road leading from the westbound carriageway of the trunk road to the A591 (Penrith Road) at Low Briery;

(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 first layby to be closed” means the layby adjacent to the eastbound carriageway of the trunk road at a point 524 metres east of the centreline of the junction of the trunk road with the unclassified road at Burns junction;

“the second layby to be closed” means the layby adjacent to the eastbound carriageway of the trunk road at a point 1939 metres east of the centreline of the junction of the trunk road with the unclassified road at Burns junction;

“the third layby to be closed” means the layby adjacent to the westbound carriageway of the trunk road at a point 1217 metres east of the centreline of the junction of the trunk road with the unclassified road at Burns junction;

“the first works period” means a period starting at 0001 hours on Monday 10th November 2014 and ending at 2359 hours on Sunday 23rd November 2014. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

“the second works period” means periods overnight between 2000 hours and 0600 hours during a period starting on Monday 10th November 2014 and ending on Sunday 23rd November 2014. However, work may start and continue between the same times on subsequent nights or continue overnight until completed, for such period not exceeding 18 months as shall be required to complete the work;

“works” means resurfacing works on the trunk road;

“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).

3. Subject as mentioned in articles 7 and 8 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first length of carriageway at a speed exceeding 40 miles per hour.

4. Subject as mentioned in article 7 of this Order, during the first works period, no person shall cause or permit any motor vehicle to overtake a moving vehicle in the first length of carriageway.

5. Subject as mentioned in articles 7 and 8 of this Order, during the second works period, no person shall cause or permit any motor vehicle to be driven in the second length of carriageway at a speed exceeding 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.

6. Subject as mentioned in article 7 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the first, second and third slip roads or the first, second and third laybys to be closed.

7. The provisions of articles 3, 4, 5 and 6 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, or with the permission, of a constable, or a traffic officer in uniform.

(a) S.I. 2002/3113.

And nothing in article 6 of this Order shall apply to any vehicle being used in connection with the said works, or to vehicles being used for winter maintenance purposes or by traffic officers.

8. No speed limit imposed by this Order applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 **(a)** when used in accordance with regulation 3(5) of those Regulations.

Signed by authority of the Secretary of State for Transport

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P Elliott
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Network Delivery & Development Directorate
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6th November 2014

(a) S.I 2011/935.