2011 No. 1534

ROAD TRAFFIC

The A3 Trunk Road (Hindhead) (Derestriction and Variable Speed Limit) Order 2011

 Made
 20th June 2011

 Coming into force
 6th July 2011

The Secretary of State for Transport makes the following Order in exercise of the powers conferred by sections 84(1)(c), (1A) and (2), 82(2) and 83(1) and 122A of the Road Traffic Regulation Act 1984(a):-

1. This Order may be cited as the A3 Trunk Road (Hindhead) (Derestriction and Variable Speed Limit) Order 2011 and shall come into force on 6th July 2011.

2. In this Order—

"the trunk road" means both carriageways of the A3 Trunk Road south and east of Hindhead in the County of Surrey from the centre of the Hazel Grove Junction overbridge to a point 280 metres north of the Hindhead Tunnel north portal, this also includes all of the on and off slips along this stretch of the trunk road;

"the northbound carriageway" means -

(a) the northbound carriageway of the A3 Trunk Road, from a point 490 metres south west of the centre of Hazel Grove Junction overbridge to a point 525 metres north of the Hindhead Tunnel north portal, a total distance of approximately 3500 metres and includes the Hazel Grove Junction northbound on slip road;

"the southbound carriageway" means -

(b) the southbound carriageway of the A3 Trunk Road from a point 1115 metres north of the north portal of the A3 Hindhead Tunnel to a point 485 metres south west of the south portal, a total distance of approximately 3500 metres;

"traffic sign" means a traffic sign which is of a character authorised under section 64 of the Road Traffic Regulation Act 1984 for indicating that a maximum speed limit is in force, and which is lawfully in place; and

"incident" means any event that requires the implementation of a 40 miles per hour speed limit on the trunk road in the interests of road safety, which shall include but not be limited to, slow moving or stationary traffic, broken down or abandoned vehicles, prohibited users or debris and the preparation for and execution of maintenance.

[DFT 3837]

⁽a) 1984 c.27. Section 84(1) and 84(1A) were substituted by the Road Traffic Act 1991 (c.40), section 45(1) and (2); Section 84(2) was amended by the New Roads and Street Works Act 1991 (c.22), Schedule 8, paragraph 61; sections 82(2), 83(1) and 122A were amended by the New Roads and Street Works Act 1991 (c.22), section 168 and Schedule 8, paragraphs 59(3) and 60(2) and section 24. There are other amendments which are not relevant to this Order.

- **3.** The trunk road shall cease to be a restricted road for the purposes of section 81 of the Road Traffic Regulation Act 1984.
- **4.** (1) No person shall cause or permit any vehicle to be driven at a speed exceeding 40 miles per hour on the northbound carriageway and the southbound carriageway when such a speed is indicated by traffic signs.
- (2) A speed limit sign indicating a 40 mile per hour speed limit will only be displayed on the northbound carriageway and the southbound carriageway
 - (a) when there is an incident in the A3 Hindhead Tunnel; or
 - (b) when a contra-flow system is being set up in order to operate a contra-flow on one of the carriageways of the A3 Hindhead Tunnel; or
 - (c) when a contra-flow is operating on one of the carriageways of the A3 Hindhead Tunnel.

Signed by authority of the Secretary of State for Transport

P Arnold
A Senior Project Manager
in the Highways Agency

20th June 2011

EXPLANATORY NOTE

(This note is not part of the Order)

The section of the A3 trunk road in this Order will have a system of street lighting and therefore would automatically be subject to a speed restriction of 30 m.p.h. This Order will remove that 30 m.p.h restriction and impose the national speed limit. Sufficient road signs will be provided to make the speed limit clear to road users.

This Order imposes a 40 miles per hour speed limit on the A3 when an incident occurs in the A3 Hindhead Tunnel, or when there is a contra-flow system operating in one of the carriageways of the A3 Hindhead Tunnel, or when preparations are being made to set up a contra-flow system. Information about the nature of the incident would normally be displayed on the variable message signs in the A3 Hindhead Tunnel.