

centre of the Fingle Glen Junction; (v) the eastbound carriageway of the A30 from the tip of the nosing of the eastbound exit slip road at the Liftondown Junction to the tip of the nosing of the eastbound entry slip road at the Sourton Cross Junction; and (vi) the westbound carriageway of the A30 from the tip of the nosing of the westbound exit slip road at the Sourton Cross Junction to the tip of the nosing of the westbound entry slip road at the Liftondown Junction; (vii) the eastbound carriageway of the A30 from the tip of the nosing of the eastbound exit slip road at the Sourton Cross Junction to the tip of the nosing of the eastbound entry slip road at the Tongue End Junction, near Okehampton; and (viii) the westbound carriageway of the A30 between the tip of the nosing of the westbound exit slip road at the Tongue End Junction, Okehampton, to the tip of the nosing of the westbound entry slip road at the Sourton Cross Junction;

“the fifth length of the A30” means the eastbound carriageway of the A30 from the tip of the nosing of the eastbound exit slip road at the Fingle Glen Junction to the tip of the nosing of the eastbound entry slip road at the Alphington Junction;

“the slip roads” mean (i) the eastbound entry slip road at the A30 Whiddon Down Junction; (ii) the westbound entry slip road at the A30 Woodleigh Junction; (iii) the eastbound entry slip road at the A30 Fingle Glen Junction; (iv) the westbound entry slip road at the A30 Alphington Junction; (v) the eastbound entry slip road at the A30 Liftondown Junction; (vi) the eastbound entry slip road at the A30 Stowford Cross Junction; (vii) the westbound entry slip road at the A30 Sourton Cross Junction; and (viii) the westbound entry slip road at the A30 Stowford Cross Junction;

“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); 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;

“bicycle” means a pedal cycle with fewer than four wheels and not being a mechanically propelled vehicle;

“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 patching, resurfacing to the main carriageway and laybys, road marking, studs and improvement works to include signing and drainage;

“the works period” means the period starting at 00.01 hours on Tuesday 6th May 2014 and ending when the said works have been completed;

“a works period” means a period of 11 hours starting at 19.00 hours on Tuesday 6th May 2014 or on 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 articles 10 and 12, no person shall, during the works period, drive any motor vehicle at a speed exceeding 50 miles per hour on the first length of the A30.

4. Subject as mentioned in articles 10 and 12, no person shall, during a works period, drive any motor vehicle at a speed exceeding 50 miles per hour on the second length of the A30.

5. Subject as mentioned in articles 10 and 12, no person shall, during a works period, drive any motor vehicle at a speed exceeding 10 miles per hour on the third 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.

6. Subject as mentioned in articles 10 and 11, no person shall, during the works period, cause or permit any vehicle to enter or proceed in the fourth length of the A30 and the slip roads.

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7. Subject as mentioned in articles 10 and 11, no person shall, during the works period, cause or permit any vehicle to enter, proceed or remain in the laybys adjacent to the A30 westbound situated:

- (a) 1800 metres, 2800 metres, 4800 metres, 9700 metres, 11500 metres and 13200 metres west of the centre of the A30 Alphington Junction;
- (b) 800 metres and 2800 metres east of the centre of the A30 Meldon Junction;
- (c) 600 metres east and 2600 metres west of the centre of the A30 Ellacott Farm Overbridge; and
- (d) 2000 metres east of the centre of the A30 Liftondown Westbound Junction.

8. Subject as mentioned in articles 10 and 11, no person shall, during the works period, cause or permit any vehicle to enter, proceed or remain in the laybys adjacent to the A30 eastbound situated:

- (a) 2200 metres, 4100 metres, 6900 metres, 9000 metres and 11700 metres east of the centre of the A30 Woodleigh Junction;
- (b) 2200 metres east and 200 metres west of the centre of the A30 Tongue End Junction; and
- (c) 1200 metres west of the centre of the A30 Ellacott Farm Overbridge.

9. Subject as mentioned in article 10, no person using a bicycle, shall enter or proceed in the fifth length of the A30 during the works period.

10. The provisions of articles 3, 4, 5, 6, 7, 8 and 9 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 constable.

11. The provisions of articles 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.

12. 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 when used in accordance with regulation 3(5) of those Regulations.

Signed by authority of the Secretary of State

30th April 2014

Julian Strong
A Service Delivery Team Leader
in the Highways Agency