

2014 No. 2346

ROAD TRAFFIC

The A55 Trunk Road (Junction 38 Eastbound and Westbound Carriageways and Slip Roads) and the A483 Trunk Road (Temporary Prohibition and Restriction of Traffic) Order 2014

Made - - - - *28th August 2014*

Coming into force - - *31st August 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A55 and A483 Trunk Roads and their slip and link roads and circulatory carriageways is satisfied that traffic on sections of those trunk roads, on four of those slip roads, one of those link road and a circulatory carriageway 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 sections 14(1)(a) and 122A(a) of the Road Traffic Regulation Act 1984(b), hereby makes the following Order:-

1. This Order may be cited as the A55 Trunk Road (Junction 38 Eastbound and Westbound Carriageways and Slip Roads) and the A483 Trunk Road (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 31st August 2014.

2. In this Order:

“the tip of the nosing of the exit slip road” means the last point at which the slip road leaves the carriageway of the trunk road;

“the tip of the nosing of the entry slip road” means the first point at which the slip road joins the carriageway of the trunk road;

“the circulatory carriageway” means the circulatory carriageway of the A55 Junction 38 roundabout;

“the first length of carriageway” means the northbound carriageway of the A483 Trunk Road from the centreline of Dodleston Lane overbridge to the point where the centrepont of the trunk road meets the circulatory carriageway;

(a) inserted by the New Roads and Street Works Act 1991.

(b) 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 southbound carriageway of the A483 Trunk Road from the point where the centrepoint of the trunk road meets the circulatory carriageway to a point 2300 metres north of the centreline of Dodleston Lane overbridge;

“the third length of carriageway” means the eastbound carriageway of the A55 Trunk Road from a point 100 metres west of the centreline of Common Lane overbridge to a point 300 metres west of the centreline of Eaton Road overbridge;

“the fourth length of carriageway” means the westbound carriageway of the A55 Trunk Road from a point 400 metres east of the centreline of Eaton Road overbridge to a point 100 metres west of the centreline of Lache Lane underbridge;

“the fifth length of carriageway” means the westbound carriageway of the A55 Trunk Road from the tip of the nosing of the exit slip road at Junction 38 to the tip of the nosing of the entry slip road at Junction 38;

“the sixth length of carriageway” means the eastbound carriageway of the A55 Trunk Road from the tip of the nosing of the exit slip road at Junction 38 to the tip of the nosing of the entry slip road at Junction 38;

“the seventh length of carriageway” means the westbound carriageway of the A55 Trunk Road from the tip of the nosing of the exit slip road at Junction 38 to the England/Wales border;

“the eighth length of carriageway” means the eastbound carriageway of the A55 Trunk Road from the England/Wales border to the tip of the nosing of the entry slip road at Junction 38;

“the ninth length of carriageway” means the southbound carriageway of the A483 Trunk Road from the point where the centrepoint of the trunk road meets the circulatory carriageway to the England/Wales border;

“the tenth length of carriageway” means the northbound carriageway of the A483 Trunk Road from the England/Wales border to the point where the centrepoint of the trunk road meets the circulatory carriageway;

“the eleventh length of carriageway” means the northbound carriageway of the A483 Trunk Road from the centreline of the junction of the trunk road with the B5445 Wrexham Road to the point where the centrepoint of the trunk road meets the circulatory carriageway;

“the first section of the circulatory carriageway” means the western section of the circulatory carriageway from its diverge point from the A55 westbound entry slip road to its merge point with the A55 eastbound exit slip road;

“the second section of the circulatory carriageway” means the eastern section of the circulatory carriageway from its diverge point from the exit arm onto the northbound carriageway of the A483 Wrexham Road to the point at its merge point with the entry arm onto the roundabout from the northbound carriageway of the A483 Wrexham Road;

“the third section of the circulatory carriageway” means the eastern section of the circulatory carriageway from its diverge point from the A55 eastbound entry slip road to its merge point with the A55 westbound exit slip road;

“the fourth section of the circulatory carriageway” means the western section of the circulatory carriageway from its diverge point from the exit arm off the roundabout onto the southbound carriageway of the A483 Wrexham Road to its merge point with the entry arm onto the roundabout from the southbound carriageway of the A483 Wrexham Road;

“the first slip road” means the entry slip road leading to the eastbound carriageway of the A55 Trunk Road at Junction 38;

“the second slip road” means the exit slip road leading from the eastbound carriageway of the A55 Trunk Road at Junction 38;

“the third slip road” means the entry slip road leading to the westbound carriageway of the A55 Trunk Road at Junction 38;

“the fourth slip road” means the exit slip road leading from the westbound carriageway of the A55 Trunk Road at Junction 38;

“the dedicated link road” means the dedicated left turn link road leading from the southbound carriageway of the A483 Trunk Road to the A55 eastbound entry slip road at Junction 38;

“layby” means an area of carriageway intended for the waiting of vehicles and bounded partly by a traffic sign of the type shown in diagram 1010 in schedule 6 to the Traffic Signs Regulations and General Directions 2002 (a) and partly by the outer edge of that carriageway on the same side of the road as that on which the sign is placed;

“the first layby to be closed” means the layby adjacent to the eastbound carriageway of the A55 Trunk Road at a point 1236 metres west of the centreline of Lache Lane underbridge;

“the second layby to be closed” means the layby adjacent to the westbound carriageway of the A55 Trunk Road at a point 1040 metres west of the centreline of Lache Lane underbridge;

“the third layby to be closed” means the layby adjacent to the southbound carriageway of the A483 Trunk Road from a point 2180 metres northeast of the centreline of Dodleston Lane overbridge;

“the fourth layby to be closed” means the layby adjacent to the northbound carriageway of the A483 Trunk Road at a point 360 metres south of the centreline of Dodleston Lane overbridge;

“the fifth layby to be closed” means the layby adjacent to the northbound carriageway of the A483 Trunk Road at a point 1738 metres northeast of the centreline of Dodleston Lane overbridge;

“the length of footway/cycleway” means the footway/cycleway on the western side of the western bridge deck over the A55 Trunk Road at Junction 38, for a distance of 82 metres;

“works” means the A55/A483 Wrexham Road Pinch Point Scheme, routine maintenance and layby construction works;

“the first works period” means a period starting at 2100 hours on Monday 1 September 2014 and ending at 0500 hours on Tuesday 31 March 2015. 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 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 1 September 2014 and ending on Tuesday 31 March 2015. 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;

“the third works period” means periods overnight between 2100 hours and 0700 hours (ending at 0500 hours on weekday mornings) during a period starting on Monday 1 September 2014 and ending on Saturday 31 January 2015. 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;

“the fourth works period” means a period starting at 2100 hours on Wednesday 1 October 2014 and ending at 0500 hours on Sunday 16 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;

(a) S.I. 2002/3113.

“the fifth works period” means periods overnight between 2100 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 1 September 2014 and ending on Tuesday 31 March 2015. 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;

“the sixth works period” means periods overnight between 2100 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 1 September 2014 and ending on Tuesday 31 March 2015. 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;

“the seventh works period” means periods overnight between 2100 hours and 0700 hours (ending at 0500 hours on weekday mornings) during a period starting on Monday 8 September 2014 and ending on Saturday 31 January 2015. 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;

“the eighth works period” means periods overnight between 2100 hours and 0700 hours (ending at 0500 hours on weekday mornings) during a period starting on Monday 8 September 2014 and ending on Saturday 31 January 2015. 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;

“the ninth works period” means three weekends starting at 2100 hours on Fridays and ending at 0500 hours on Mondays during a period starting on Friday 5 September 2014 and ending on Monday 26 January 2015. 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 tenth works period” means three weekends starting at 2100 hours on Fridays and ending at 0500 hours on Mondays during a period starting on Friday 5 September 2014 and ending on Monday 26 January 2015. 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 eleventh works period” means twenty-two nights between 2000 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 1 September 2014 and ending on Tuesday 31 March 2015. 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;

“the twelfth works period” means fifteen nights between 2000 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 1 September 2014 and ending on Tuesday 31 March 2015. 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;

“the thirteenth works period” means a period starting at 2100 hours on Friday 21 November 2014 and ending at 0500 hours on Saturday 28 February 2015. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

3. Subject as mentioned in articles 22 and 23 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first, second, third and fourth lengths of carriageway, the circulatory carriageway, the dedicated link road or the first, second, third and fourth slip roads at a speed exceeding 50 miles per hour.
4. Subject as mentioned in article 22 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, third and fourth slip roads or the dedicated link road

- 5.** Subject as mentioned in article 22 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the ninth and tenth lengths of carriageway or the third, fourth and fifth laybys to be closed.
- 6.** Subject as mentioned in article 22 of this Order, during the third, fourth and fifth works periods, no person shall cause or permit any motor vehicle to turn right from the B5445 Wrexham Road onto the northbound carriageway of the A483 Wrexham Road.
- 7.** Subject as mentioned in article 22 of this Order, during the third works period, no person shall cause or permit any motor vehicle to turn left from the southbound carriageway of the A483 Wrexham Road onto the B5445 Wrexham Road.
- 8.** Subject as mentioned in article 22 of this Order, during the third and fourth works periods, no person shall cause or permit any motor vehicle to turn right from the northbound carriageway of the A483 Wrexham Road onto the B5445 Wrexham Road.
- 9.** Subject as mentioned in article 22 of this Order, during the third and fourth works periods, no person shall cause or permit any motor vehicle to turn left from the B5445 Wrexham Road onto the southbound carriageway of the A483 Wrexham Road.
- 10.** Subject as mentioned in article 22 of this Order, during the third and fifth works period, no person shall cause or permit any motor vehicle to turn left from the northbound carriageway of the A483 Wrexham Road onto Rough Hill.
- 11.** Subject as mentioned in article 22 of this Order, during the third works period, no person shall cause or permit any motor vehicle to turn right from the northbound carriageway of the A483 Wrexham Road onto Rough Hill.
- 12.** Subject as mentioned in article 22 of this Order, during the third and fifth works period, no person shall cause or permit any motor vehicle to turn left from Rough Hill onto the northbound carriageway of the A483 Wrexham Road.
- 13.** Subject as mentioned in article 22 of this Order, during the fifth works period, no person shall cause or permit any motor vehicle to enter or proceed in the eleventh length of carriageway, the fourth section of circulatory carriageway or the second and third slip road.
- 14.** Subject as mentioned in article 22 of this Order, during the sixth works period, no person shall cause or permit any motor vehicle to enter or proceed in the second section of circulatory carriageway, the first and fourth slip roads or the dedicated link road.
- 15.** Subject as mentioned in article 22 of this Order, during the seventh works period, no person shall cause or permit any motor vehicle to enter or proceed in the third section of circulatory carriageway.
- 16.** Subject as mentioned in article 22 of this Order, during the eighth works period, no person shall cause or permit any motor vehicle to enter or proceed in the first section of circulatory carriageway.
- 17.** Subject as mentioned in article 22 of this Order, during the eighth, tenth and thirteenth works periods no person shall cause or permit any pedestrian or cyclist to enter or proceed in the length of footway/cycleway.
- 18.** Subject as mentioned in article 22 of this Order, during the ninth works period no person shall cause or permit any motor vehicle to enter or proceed in the third section of circulatory carriageway.
- 19.** Subject as mentioned in article 22 of this Order, during the tenth works period no person shall cause or permit any motor vehicle to enter or proceed in the first section of circulatory carriageway.

20. Subject as mentioned in article 22 of this Order, during the eleventh works period no person shall cause or permit any motor vehicle to enter or proceed in the seventh and eighth lengths of carriageway, the second and third slip roads or the first and second laybys to be closed.

21. Subject as mentioned in article 22 of this Order, during the twelfth works period no person shall cause or permit any motor vehicle to enter or proceed in the fifth and sixth lengths of carriageway.

22. The provisions of articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 and 21 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 constable, or a traffic officer in uniform.

And nothing in articles 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 and 21 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.

23. 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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Manchester
M1 2WD

R Baldwin
Service Delivery Team Leader
Network Delivery & Development Directorate
Highways Agency

28th August 2014

(a) S.I. 2011/935