

**2012 No. 1949**

**ROAD TRAFFIC**

**The A66 Trunk Road (Brough Bypass) (Temporary Prohibition  
and Restriction of Traffic) Order 2012**

*Made* - - - - *12th July 2012*

*Coming into force* - - *28th July 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A66 Trunk Road, is satisfied that traffic on lengths of that road in the District of Eden 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 (Brough Bypass) (Temporary Prohibition and Restriction of Traffic) Order 2012 and shall come into force on 28th July 2012.

2. In this Order:

“the trunk road” means the A66 Trunk Road;

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

“the first length of carriageway” means the single carriageway section of the trunk road from a point 1334 metres west of the end of the kerbed central reserve nosing at the western end of Brough Bypass to this same point;

“the second length of carriageway” means the eastbound dual carriageway of the trunk road from the end of the kerbed central reserve nosing at the western end of Brough Bypass to a point 434 metres west of this same point;

“the third length of carriageway” means the westbound dual carriageway of the trunk road from a point 1429 metres east of the centreline of Augil Junction to the end of the kerbed central reserve nosing at the western end of Brough Bypass;

“the fourth length of carriageway” means the single carriageway section of the trunk road from a point 447 metres west of the end of the kerbed central reserve nosing at the western end of Brough Bypass to this same point;

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(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 fifth length of carriageway” means the westbound dual carriageway of the trunk road from a point 451 metres west of the centreline of Augil Junction to the end of the kerbed central reserve nosing at the western end of Brough Bypass;

“the first layby to be closed” means the layby adjacent to the westbound carriageway of the trunk road situated 811 metres east of the tip of the nosing of the exit slip road to Brough;

“the second layby to be closed” means the layby adjacent to the westbound carriageway of the trunk road situated 293 metres east of the end of the kerbed central reserve nosing at the western end of Brough Bypass;;

“the first works period” means a period starting at 2000 hours on Sunday 29 July 2012 and ending at 0600 hours on Monday 13 August 2012. 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 starting on Monday 30 July 2012 and ending on Monday 13 August 2012. 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 carriageway patching 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 vehicle to be driven in the first, second and third lengths of carriageway at a speed exceeding 50 miles per hour.

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

**5.** Subject as mentioned in articles 7 and 8 of this Order, during the second works period, no person shall cause or permit any vehicle to be driven in the second, fourth and fifth lengths 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 vehicle to overtake a moving vehicle or make a ‘U’ turn in the fourth length of carriageway.

**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.

And nothing in articles 4 and 6 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

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(a) S.I. 2002/3113.

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

Piccadilly Gate  
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M1 2WD

*A Withington*  
Service Delivery Team Leader  
Network Delivery & Development Directorate  
Highways Agency

12th July 2012

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(a) S.I 2011/935.