

2013 No. 2609

ROAD TRAFFIC

The A55 Trunk Road (Junction 35a to 38 Eastbound and Westbound Carriageways and Slip Roads) and the A483 (Junction 38 with the A55 to Rossett Northbound and Southbound Carriageways) (Temporary Prohibition and Restriction of Traffic) Order 2013

Made - - - - - *25th September 2013*

Coming into force - - - - - *14th October 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A55 and A483 Trunk Roads is satisfied that traffic on six sections and two slip roads of those trunk roads in the District of 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 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 A55 Trunk Road (Junction 35a to 38 Eastbound and Westbound Carriageways and Slip Roads) and the A483 (Junction 38 with the A55 to Rossett Northbound and Southbound Carriageways) (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 14th October 2013.

2. In this Order;

“the first trunk road” means the A55 Trunk Road;

“the second trunk road” means the A483 Trunk Road;

“works” means resurfacing, kerbing and routine maintenance on the first and second trunk roads;

“the works period” means periods overnight between 2200 hours and 0500 hours during a period starting on Tuesday 15 October 2013 and ending on Friday 29 November 2013. However, work may start and continue between the same times on subsequent nights or continue until completed, for such period not exceeding 18 months as shall be required to complete the work;

“the first length of carriageway” means the eastbound carriageway of the first trunk road from the English/Welsh border, 1,450 metres west of the centre line of Common Lane overbridge, to a point 500 metres east of the first point at which the Junction 38 entry slip road merges with the main carriageway;

(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 second length of carriageway” means the westbound carriageway of the first trunk road from a point 1550 metres east of the first point at which the Junction 38 exit slip diverges from the main carriageway, to the English/Welsh border, 1,450 metres west of the centre line of Common Lane overbridge;

“the third length of carriageway” means the northbound carriageway of the second trunk road from the English/Welsh border, 500 metres south of Dodleston Lane overbridge, to the last point at which the carriageway meets the outer ring of the circulatory carriageway of the roundabout at the junction with the A55 North Wales Expressway;

“the fourth length of carriageway” means the southbound carriageway of the second trunk road from the last point at which the carriageway leaves the outer ring of the circulatory carriageway of the roundabout at the junction with the A55 North Wales Expressway, to the English/Welsh border, 500 metres south of Dodleston Lane overbridge;

“the fifth length of carriageway” means the eastbound carriageway of the first trunk road from the English/Welsh border, 1,450 metres west of the centre line of Common Lane overbridge, to the first point at which the Junction 38 entry slip road merges with the main carriageway;

“the sixth length of carriageway” means the westbound carriageway of the first trunk road from the last point at which the Junction 38 exit slip diverges from the main carriageway, to the English/Welsh border, 1,450 metres west of the centre line of Common Lane overbridge;

“the first slip road” means the exit slip road leading from the eastbound carriageway of the first trunk road at Junction 38;

“the second slip road” means the entry slip road leading to the westbound carriageway of the first trunk road at Junction 38;

“the first layby” means the layby adjacent to the eastbound carriageway of the first trunk road located 230 metres west of the centreline of Common Lane overbridge;

“the second layby” means the layby adjacent to the westbound carriageway of the first trunk road located 230 metres west of the centreline of Common Lane overbridge;

“the third layby” means the layby adjacent to the southbound carriageway of the second trunk road located 900 metres south of the centreline of the junction with the B5445 Wrexham Road;

“the fourth layby” means the layby adjacent to the northbound carriageway of the second trunk road located 1150 metres south of the centreline of the junction with the B5445 Wrexham Road;

“the fifth layby” means the layby adjacent to the northbound carriageway of the second trunk road located 280 metres south of the centreline of Dodleston Lane overbridge;

3. Subject as mentioned in article 5 of this Order, during the works period, no person shall cause or permit any vehicle to enter or proceed in the third, fourth, fifth or sixth lengths of carriageway, the first or second slip roads, or the first, second, third, fourth or fifth layby.
4. Subject as in article 5 of this Order, no person shall cause or permit any vehicle to proceed in the first, second, third or fourth lengths of carriageway at a speed exceeding 40 mph.
5. The provisions of articles 3 and 4 of this Order shall apply only at such times and to such extent as shall from time to time be indicated by traffic signs and shall not apply to any vehicle being used for emergency purposes by the police, fire and rescue or ambulance services, or to any vehicle proceeding at the direction, or with the permission, of a constable, or a traffic officer in uniform. And the provisions of article 3 of this Order shall not apply to any vehicle being used in conjunction with the works.

Signed by authority of the Secretary of State for Transport

Piccadilly Gate
Store Street
Manchester
M1 2WD

B Parker
Service Delivery Team Leader
Network Delivery & Development Directorate
Highways Agency

25th September 2013