

2011 No. 1594

ROAD TRAFFIC

The A64 Trunk Road (Musley Bank Interchange to Pickering Interchange) (Temporary Restriction and Prohibition of Traffic) (No.2) Order 2011

Made - - - - - *22nd June 2011*

Coming into force - - - - - *3rd July 2011*

WHEREAS, the Secretary of State for Transport, being the traffic authority for the A64 Trunk Road and connecting roads, in the District of Ryedale in the County of North Yorkshire, is satisfied that traffic on that trunk road and some of those connecting roads should be restricted and prohibited because road marking, stud renewal and routine maintenance 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), makes the following Order: -

1. This Order may be cited as the A64 Trunk Road (Musley Bank Interchange to Pickering Interchange) (Temporary Restriction and Prohibition of Traffic) (No.2) Order 2011 and shall come into force on 3rd July 2011.

2. In this Order; –

“the A64” means the A64 Trunk Road;

“the first length of westbound carriageway” means the A64 from the nose of the westbound entry slip road at the A169 Pickering Interchange to its junction with the unclassified road leading to Huttons Ambo, a distance of 4950 metres;

“the eastbound carriageway” means the A64 eastbound carriageway from the nose of the eastbound exit slip road at the B1248 Musley Bank Interchange to the nose of the eastbound entry slip road at Pickering Interchange, a distance of 5100 metres;

“the second length of westbound carriageway” means the A64 westbound carriageway from the nose of the westbound exit slip road at Pickering Interchange to the nose of the westbound entry slip road at Musley Bank Interchange, a distance of 4900 metres;

“the first slip road” means the westbound entry slip road at Pickering Interchange;

“the second slip roads” means the eastbound exit and westbound entry slip roads at Musley Bank Interchange;

“a 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(b); and in this definition “carriageway” means any way (other than a cycle track) comprised in the A64 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;

“the first works period” means the period starting at 00:01 hours on Monday 4th July 2011 and ending when the said works have been completed;

(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.
(b) S.I. 2002/3113. Part I.

“the second works period” means a period of 10 hours starting at 20:00 hours on Monday 4th July 2011 or any subsequent night thereafter until 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 article 6 no person shall, during the second works period, cause or permit any vehicle to be driven in the first length of westbound carriageway or the first slip road at a speed exceeding:

- (i) 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 carriageway are displayed; or
- (ii) 50 miles per hour whilst such traffic signs in relation to that length of carriageway are not displayed.

4. Subject as mentioned in article 6 no person shall, during the second works period, cause or permit any vehicle to enter or proceed in the eastbound carriageway, the second length of westbound carriageway or the second slip roads.

5. Subject as mentioned in article 6 no person shall, during the first works period, cause or permit any vehicle to enter or wait in a layby situated adjacent to the A64 westbound carriageway approximately:

- (i) 750 metres east of Musley Bank Interchange; or
- (ii) 1330 metres west of Pickering Interchange.

6. The provisions of articles 3, 4 and 5 shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs. Nothing in articles 4 and 5 shall apply to:

- (a) a vehicle being used for police, fire and rescue authority or ambulance purposes;
- (b) a vehicle being used for, or in connection with, the said works, or for traffic officer or winter maintenance purposes; or
- (c) anything done at the direction of, or with the permission of, a constable or traffic officer in uniform;

and nothing in article 3 shall apply to any vehicle being used for a purpose specified in paragraph (a) of this article;

and nothing in article 5 shall apply to any vehicle proceeding in the A64 to or from premises and property which is accessible for that vehicle from, and only from, that road.

7. 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

22nd June 2011

R Wantling
A Team Leader
in the Highways Agency