

2012 No. 2449

ROAD TRAFFIC

The A34 Trunk Road (Hinksey Hill Interchange – North of Peartree Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2012

Made - - - - *17th September 2012*
Coming into force - - *6th October 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A34 Trunk Road and connecting roads, is satisfied that traffic should be restricted and prohibited on lengths of that road and on some of those connecting roads 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 A34 Trunk Road (Hinksey Hill Interchange – North of Peartree Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2012 and shall come into force on 6th October 2012.

2. In this Order:

“the trunk road” means the A34 Trunk Road in the County of Oxfordshire;

“the first length of carriageway” means both carriageways of the trunk road between points 50 metres north of Hinksey Hill Interchange southern overbridge (A423) at marker post 78.9 and 2430 metres north of Peartree Interchange northern overbridge (A44/A4260) at marker post 90.5;

“the second length of carriageway” means both carriageways of the trunk road between points 950 metres north of Hinksey Hill Interchange southern overbridge (A423) at marker post 79.8 and 550 metres south of Peartree Interchange northern overbridge (A44/A4260) at marker post 87.5;

“the third length of carriageway” means both carriageways of the A34 between the “off” and “on” slip roads at Botley Interchange (A420);

“the fourth length of carriageway” means the southbound carriageway of the trunk road between the exit slip road at Peartree Interchange (A44/A4260) and a point 250 metres south of Botley Interchange southern overbridge (A420);

“the fifth length of carriageway” means both carriageways of the trunk road between points 250 metres south of Hinksey Hill Interchange southern overbridge (A423) at marker post 78.5 + 80 and 250 metres north of Peartree Interchange northern overbridge (A44/A4260) at marker post 88.3 + 20;

(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.

“a first slip road” means –

- (i) the road leading from the northbound carriageway of the trunk road at Botley Interchange (A420),
- (ii) the road leading to the northbound carriageway of the trunk road at Botley Interchange (A420),
- (iii) the road leading to the southbound carriageway of the trunk road at Botley Interchange (A420),
- (iv) the road leading from the southbound carriageway of the trunk road at Botley Interchange (A420),
- (v) the road leading to the northbound carriageway of the trunk road at Hinksey Hill Interchange (A423),
- (vi) the road leading from the southbound carriageway of the trunk road at Hinksey Hill Interchange (A423),
- (vii) the road leading from the northbound carriageway of the trunk road at Peartree Interchange (A44/A4260), or
- (viii) the road leading to the southbound carriageway of the trunk road at Peartree Interchange (A44/A4260);

“a second slip road” means –

- (i) the road leading from the northbound carriageway of the trunk road at Botley Interchange (A420),
- (ii) the road leading to the northbound carriageway of the trunk road at Botley Interchange (A420),
- (iii) the road leading to the southbound carriageway of the trunk road at Botley Interchange (A420), or
- (iv) the road leading from the southbound carriageway of the trunk road at Botley Interchange (A420);

“a third slip road” means –

- (i) the road leading to and from the northbound carriageway of the trunk road at South Hinksey junction,
- (ii) the road leading from the southbound carriageway of the trunk road at South Hinksey junction, or
- (iii) the road leading to the southbound carriageway of the trunk road at South Hinksey junction;

“lay-by” means an area of carriageway, intended for the waiting of vehicles, bounded partly by a road marking on the outer edge of the carriageway complying with diagram 1010 in Schedule 6 to the Traffic Signs Regulations and General Directions 2002(a);

“an A34 lay-by” means any lay-by in both carriageways of the trunk road between South Hinksey junction and Peartree Interchange (A44/A4260);

“bus stop area” means an area of carriageway on the side of the trunk road, intended for the waiting of buses, which is indicated by a sign complying with diagram 970 in Schedule 5 to the Traffic Signs Regulations and General Directions 2002(b);

“an A34 bus stop area” means any bus stop area in both carriageways of the trunk road between Hinksey Hill Interchange (A423) and Botley Interchange (A420);

“a side road” means –

- (i) Westminster Way at its junction with the northbound carriageway of the trunk road (Southern By-pass Road) south of Botley Interchange (A420),

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

- (ii) the unnamed road leading to Wytham and the A420 at Botley Interchange at its junction with the northbound carriageway of the trunk road (Western By-pass Road), or
- (iii) North Hinksey Lane at its junction with the southbound carriageway of the trunk road (Southern By-pass Road) north of South Hinksey junction;

“overall width” has the meaning given in regulation 3(2) of the Road Vehicles (Construction and Use) Regulations 1986(a);

“abnormal load” means a vehicle having an overall width exceeding 3.5 metres;

“works” mean resurfacing and all associated works on the trunk road;

“a first works period” means a period of –

- (i) 8½ hours starting at 2100 hours on Monday 8th October 2012 or on any subsequent day other than a Friday or Saturday, or
- (ii) 10 hours starting at 2100 hours on Friday 12th October 2012 or on any subsequent Friday or Saturday,

until 5th April 2014;

“a second works period” means a period of –

- (i) 7 hours starting at 2200 hours on Monday 29th October 2012 or on any subsequent day other than a Friday or Saturday, or
- (ii) 8 hours starting at 2200 hours on Friday 2nd November 2012 or on any subsequent Friday or Saturday,

until 5th April 2014; and

“a third works period” means a period of 24 hours starting at 0001 hours on Monday 8th October 2012 or on any subsequent day until 5th April 2014.

3. Subject as mentioned in articles 7 and 8 below, no person shall, during a first works period, cause or permit –

- (a) any vehicle to enter or proceed in the third length of carriageway, a first slip road, a third slip road or a side road;
- (b) any vehicle to enter or proceed in, or wait on, an A34 bus stop area; or
- (c) an abnormal load to enter or proceed in the fifth length of carriageway.

4. Subject as mentioned in articles 7 and 8 below, no person shall, during a second works period cause or permit any vehicle to enter or proceed in the fourth length of carriageway.

5. Subject as mentioned in articles 7 and 8 below, no person shall, during a third works period, cause or permit any vehicle to enter or proceed in, or wait on, an A34 lay-by.

6. Subject as mentioned in articles 7 and 8 below, no person shall, during a first works period, drive any motor vehicle at a speed exceeding –

- (a) 10 miles per hour on the second length of carriageway or a second slip road while 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; or
- (b) 40 miles per hour on the first length of carriageway or a first slip road while the traffic signs specified in paragraph (a) of this article in relation to that length of road are not displayed.

7. The provisions of articles 3, 4, 5 and 6 above shall apply only at such times and to such extent as shall from time to time be indicated by traffic signs.

8. Nothing in articles 3, 4 and 5 above shall apply to -

(a) S.I. 1986/1078; to which there are amendments not relevant to this Order

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

and nothing in article 6 above shall apply to a vehicle being used for police, ambulance or fire and rescue authority purposes and to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulation 2011^(a) when used in accordance with regulation 3(5) of those Regulations.

Signed by authority of the Secretary of State for Transport

17th September 2012

G Berresford
A Service Delivery Team Leader
in the Highways Agency

^(a) S.I. 2011/935.