

**2012 No. 2441**

**ROAD TRAFFIC**

**The A47 Trunk Road (Trowse Interchange to Cucumber Lane Roundabout, Norwich, Norfolk) (Temporary Restriction and Prohibition of Traffic) Order 2012**

*Made* - - - - *17th September 2012*

*Coming into force* - - *24th September 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A47 Trunk Road (“the A47”) and connecting roads, is satisfied that traffic on a length of that road and on one of those connecting roads in the County of Norfolk should be restricted and prohibited 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 A47 Trunk Road (Trowse Interchange to Cucumber Lane Roundabout, Norwich, Norfolk) (Temporary Restriction and Prohibition of Traffic) Order 2012 and shall come into force on 24th September 2012.

2. In this Order –

“tip of the nosing” means, as indicated by the markings on the carriageway, the first point where an entry slip road joins, or the last point where an exit slip road leaves, the carriageway of the trunk road;

“the first length of trunk road” means A47 Norwich Bypass –

(a) eastbound carriageway from a point 200 metres west of the River Tas underbridge to the tip of the nosing of the exit slip road at the A146 Trowse Interchange, and

(b) westbound carriageway from its junction with Cucumber Lane Roundabout to the tip of the nosing of the exit slip road at the A1042 Postwick Interchange;

“the second length of trunk road” means the westbound carriageway of the A47 Norwich Bypass from the tip of the nosing of the entry slip road at the A1042 Postwick Interchange for a distance of 475 metres west;

“the third length of trunk road” means the A47 Norwich Bypass –

(a) eastbound carriageway from the tip of the nosing of the exit slip road at A146 Trowse Interchange to the tip of the nosing of the entry slip road at the A1042 Postwick Interchange, and

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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.

(b) westbound carriageway from the tip of the nosing of the exit slip road at the A1042 Postwick Interchange to the tip of the nosing of the entry slip road at the A146 Trowse Interchange;

“the first length of slip road” means the A47 westbound entry slip road at the A1042 Postwick Interchange from its junction with the roundabout for a distance of 170 metres;

“the second length of slip road” means the A47 westbound entry slip road at the A1042 Postwick Interchange from a point 30 metres east of the tip of the nosing, to the tip of the nosing, of that slip road;

“a second slip road“ means the A47 –

(a) eastbound entry slip road at the A146 Trowse Interchange, and

(b) westbound entry slip road at the A1042 Postwick Interchange;

“lay-by” 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); and in this definition “carriageway” means a way constituting or comprised in a trunk road (other than a cycle track) 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

“works” mean the replacement of expansion joints over Postwick Railway bridge;

“a works period” means a period of 10 hours starting at 20.00 hours on Sunday 30th September 2012 or on any subsequent day until the works have been completed;

“the works period” means the period starting at 08.00 hours on Sunday 30th September 2012 and ending when the works have been completed;

and a reference to a bridge is a reference to the centre point of that bridge 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 articles 5 and 6 no person shall, during a works period, cause or permit any vehicle to be driven at a speed exceeding –

(a) 50 miles per hour on a length of the first length of trunk road or the first length of slip road, or

(a) 10 miles per hour on a length of the second length of trunk road or the second length of slip road whilst traffic signs of a character authorised under section 64 of the Traffic Road Regulation Act 1984 indicating “convoy working” on those lengths are displayed.

**4.** Subject as mentioned in articles 5 and 6 no person shall cause or permit any vehicle to –

(a) enter or proceed in the third length of trunk road or a second slip road, during a works period, or

(b) enter any lay-by adjacent to the first length of trunk road or the third length of trunk road, during the works period.

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

**6.** The provisions of article 4 shall not apply to a vehicle –

(a) being used for, or in connection with, the works or for traffic officer purposes,

(b) being used for police, fire and rescue authority or ambulance purposes,

(c) proceeding at the direction, or with the permission, of a constable, or a traffic officer in uniform or

(d) requiring access to property which is accessible from, and only from, the trunk road;

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(a) 2002/3113; Part 1.

and nothing in article 3 shall apply to a vehicle specified in paragraph (b) of this article, or to any vehicle 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

Woodlands, Manton Lane, Bedford MK41 7LW  
17th September 2012

*M R Evans*  
A Team Leader in the Highways Agency

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(a) S.I. 2011/935.