

limits currently in force would not apply when this speed restriction is in operation; and
(c) overnight closures of:

- (i) the northbound and/or southbound carriageways of the M25 between the "off" and "on" slip roads at Junction 13 (A30),
- (ii) the northbound and/or southbound carriageways of the M25 between the "off" and "on" slip roads at Junction 14 (A3113),
- (iii) the link roads leading to the northbound carriageway of the M25 from the eastbound and westbound carriageways of the M3 at Junction 12 and the link roads leading from the southbound carriageway of the M25 to the eastbound and westbound carriageways of the M3 at Junction 12,
- (iv) the northbound "off" and southbound "on" slip roads at Junction 13 (A30),
- (v) the southbound "off" and northbound "on" slip roads at Junction 13 (A30),
- (vi) the northbound "off" and southbound "on" slip roads at Junction 14 (A3113),
- (vii) the southbound "off" and northbound "on" slip roads at Junction 14 (A3113), and
- (viii) the link roads leading from the northbound carriageway of the M25 to the eastbound and westbound carriageways of the M4 at Junction 15 and the link roads leading to the southbound carriageway of the M25 from the eastbound and westbound carriageways of the M4 at Junction 15.

These measures would be in the interests of road safety to enable contractors to undertake widening work and to construct a new spur road to Heathrow Airport Terminal 5.

It is expected that the work would start on or after 5 January 2004 and last for approximately 2 years. The overnight closures would take place at the following times:

Monday–Thursday nights	2100–0500 hours
Friday nights	2300–0700 hours
Saturday nights	2200–0700 hours
Sunday nights	2200–0500 hours

The Order would come into force on 5 January 2004 and continue until the work is completed.

During the closures outlined at (c)(i) above, traffic would be diverted via the "off" slip roads and rejoin the M25 via the "on" slip roads at Junction 13. During the closures outlined at (c)(ii) above, traffic would be diverted via the "off" slip roads and rejoin the M25 via the "on" slip roads at Junction 14. During the closures outlined at (c)(iii) above, traffic affected would be diverted south on the M25 to Junction 11 (A317) and return north on the M25 to Junction 12. During the closures outlined at (c)(iv) above, traffic affected would be diverted north on the M25 to Junction 14 (A3113) and return south on the M25 to Junction 13. During the closures outlined at (c)(v) above, traffic affected would be diverted south on the M25 to Junction 11 (A317) and return north on the M25 to Junction 13.

During the closures outlined at (c)(vi) above, traffic affected would be diverted north on the M25 to Junction 15 (M4), west on the M4 to Junction 5 (A4) and return east on the M4 and south on the M25 to Junction 14. During the closures outlined at (c)(vii) above, traffic affected would be diverted south on the M25 to Junction 13 (A30) and return north on the M25 to Junction 14 (if the Junction 13 slip roads are also closed, traffic affected would be diverted south on the M25 to Junction 11 and return north on the M25 to Junction 14). During the closures outlined at (c)(viii) above, traffic affected would be diverted north on the M25 to Junction 16 (M40), east on the M40 to Junction 1 (A40) and return west on the M40 and south on the M25 to Junction 15. The lane closures, partial carriageway closures, contraflow systems, use of the hard shoulder, vehicle width restrictions in certain lanes, temporary mandatory speed restriction, overnight carriageway/link/slip closures and diversion routes would be clearly indicated by traffic signs throughout the works period.

General enquiries relating to this notice may be made in writing to Mr S Jones, Traffic Operations Directorate, at the Highways Agency, 5 Broadway, Broad Street, Birmingham B15 1BL (e-mail: stephen.jones@highways.gsi.gov.uk) or by telephoning 0121 678 8346.

H Archer, Traffic Operations Directorate, Highways Agency, Department for Transport. (Ref HA/M25/35/3/1362). (489)

Highways Agency

ROAD TRAFFIC REGULATION ACT 1984

THE A303 TRUNK ROAD (FOLLY BOTTOM) (CLOSURE OF GAPS AND LAYBYS) ORDER 2003

The Secretary of State for Transport hereby gives notice that he made this Order under sections 1(1) and 2(1) and (2) of the Road Traffic Regulation Act 1984 on 3 November 2003, coming into force on 17 November 2003, on the A303 Trunk Road in the district of Salisbury, in the county of Wiltshire. The notice of the proposal to make it (Ref No 490) was published in Issue No 57035/8 of the *London Gazette* on 21 August 2003, and the effect of the Order is as described in that notice. A copy of the made Order and of a plan illustrating its effect may be inspected during office hours at the offices of Salisbury District Council, 61 Wyndham Road, Salisbury SP1 3AH and Wiltshire County Council, County Hall, Trowbridge BA 8JG. They may also be obtained by application to Traffic Operations Directorate, Highways Agency, Federated House, London Road, Dorking, Surrey RH4 1SZ, quoting the Ref HA/A303/41/7/118.

Any person wishing to question the validity of the Order or any provision contained therein on the ground that it is not within the powers of the above Act or that any requirement of that Act or of any relevant regulations made thereunder has not been complied with, may, within 6 weeks from 3 November 2003, make application for the purpose to the High Court.

General enquiries relating to this notice may be made in writing to Mr T Hart, at the Highways Agency at the address stated below (e-mail: ted.hart@highways.gsi.gov.uk) or by telephoning 01306 878326.

H Archer, Traffic Operations Directorate, Highways Agency, Ref HA/A303/41/7/118, Department for Transport. (531)

Highways Agency

ROAD TRAFFIC REGULATION ACT 1984 SECTIONS 14 & 15

THE A500 TRUNK ROAD (STOKE PATHFINDER PROJECT) (TEMPORARY RESTRICTION AND PROHIBITION OF TRAFFIC) (NO 2) ORDER 2003

Notice is hereby given that the Secretary of State for Transport has made an Order on the A500 Trunk Road in the City of Stoke to enable improvement works to be carried out in safety.

The effect of the Order will be to impose a 40 mph speed limit on the northbound and southbound carriageways of the following lengths of the A500 trunk road:

- (i) from the centre line of Brick Kiln Lane Footbridge to a point 1,400 metres southwest of Brick Kiln Lane Footbridge, a distance of 1,400 metres;
- (ii) from a point 2 metres south of Stoke Road Junction Roundabout to a point 2 metres north of City Road Junction Roundabout, a distance of 650 metres, and
- (iii) from a point 2 metres south of City Road Junction Roundabout to a point 1,750 metres south of City Road Junction Roundabout, a distance of 1,748 metres. Vehicles with an overall width exceeding 6'6" will be banned from Lane 2 of the northbound and southbound carriageways of the A500 Trunk Road between the junction with Shelton New Road and the junction with the A50.

The works are expected to start on or after 15 November 2003 and last for approximately 24 months. The Order will come into force on 14 November 2003 and will continue in force until the work is completed. The information contained in this notice replaces the information contained in the previous notices published in the Stoke Evening Sentinel and the North Staffordshire Advertiser on 2 October 2003.

Traffic signs will indicate the extent of the restrictions and prohibitions which will not apply to vehicles being used for emergency purposes by the police, fire brigade or ambulance services. The width restriction will not apply to vehicles being used in connection with the works.

The contact for any further information about this notice is Julie Portman, tel 0161 930 5807 during normal office hours.

P Mitchell, an Official of The Highways Agency
Room 810, Sunley Tower, Piccadilly Plaza, Manchester M1 4BE. (491)