STATUTORY INSTRUMENTS

2010 No. 113

ROAD TRAFFIC

THE A35 TRUNK ROAD (WINTERBOURNE ABBAS, DORSET) (RESTRICTION) ORDER 2000 (VARIATION) ORDER 2010

Made……...**7 January 2010**

Coming into force……..**18 January 2010**

The Secretary of State for Transport in exercise of the powers conferred by Sections 84(1)(a) and (2) of, and paragraph 27(1) of schedule 9 to, the Road Traffic Regulation Act 1984(**a**), makes the following Order:

1. This Order may be cited as the A35 Trunk Road (Winterbourne Abbas, Dorset) (Restriction) Order 2000 (Variation) Order 2010 and shall come into force on 18 January 2010.
2. The A35 Trunk Road (Winterbourne Abbas) (Restriction) Order 2000(**b**) is varied as follows:

   In the Schedule to the 2000 Order the words "between a point 341 metres east of the centre point of its junction with the B3159 Winterbourne St Martin Road, to a point 650 metres west of that junction, a distance of approximately 991 metres" are deleted and substituted with the following words: "between a point 322 metres east of the centre point of its junction with the B3159 to Winterbourne St Martin and a point 656 metres west of that junction, a distance of approximately 978 metres."

Signed by the authority of the
Secretary of State for Transport

NIGEL DYSON
An Area Performance Manager in
The Highways Agency

7 January 2010

(a) 1984 (c.27); section 84(1) was substituted by the Road Traffic Act 1991 (c.40), section 45(2); and section 84(2) was substituted by the New Roads and Street Works Act 1991 (c.22), section 168 and Schedule 8, paragraph 61.
(b) S.I 2000/2681

[DfT 1614]

EXPLANATORY NOTE

(This note is not part of the Order)

This Order varies the A35 Trunk Road (Winterbourne Abbas, Dorset) (Restriction) Order 2000 (SI 2000 No 2681).

The effect of the Order would be to vary the length of the restriction by lengthening the western end of the speed restriction by 6 metres, by shortening the eastern end of the restriction by 19 metres and amending the approximate length of the restriction to 978 metres. This would be for the purpose of promoting road safety at this location.

A regulatory impact assessment has not been produced for this instrument as it has no impact on the costs of business, charities or voluntary bodies.