

2010 No. 2535

ROAD TRAFFIC

The A14 Trunk Road (East of Whitehouse Interchange, Junction 53, Ipswich to Cedars Interchange, Junction 50, Stowmarket, Suffolk) (Temporary Restriction and Prohibition of Traffic) Order 2010

Made - - - - *11 October 2010*
Coming into force - - *18 October 2010*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A14 Trunk Road (“the A14”) and connecting roads, is satisfied that traffic on lengths of that road and on some of those other roads in the County of Suffolk 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 A14 Trunk Road (East of Whitehouse Interchange, Junction 53, Ipswich to Cedars Interchange, Junction 50, Stowmarket, Suffolk) (Temporary Restriction and Prohibition of Traffic) Order 2010 and shall come into force on 18 October 2010.

2. In this Order –

“Cedars Interchange”, “Beacon Hill Interchange”, “Claydon Interchange” and “Whitehouse Interchange”, mean, respectively, the A14/A1120 Cedars Interchange Junction 50, the A14/B1078 Beacon Hill Interchange Junction 51, the A14/B1113 Claydon Interchange Junction 52 and the A14/A1156 Whitehouse Interchange Junction 53;

“the first length of trunk road” means the A14 westbound carriageway from a point 1.50 kilometres east of the tip of the nosing of the exit slip road leading to Whitehouse Interchange to the tip of the nosing of the entry slip road leading from Cedars Interchange;

“the second length of trunk road” means the A14 westbound carriageway between the tips of the nosings of the exit slip road leading to Claydon Interchange and the entry slip road leading from Cedars Interchange;

“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 leave, the carriageway of the trunk road;

“the first slip road” means the A14 westbound entry slip road at Whitehouse Interchange;

“the second slip road” means the A14 westbound entry slip road at Beacon Hill Interchange,

“a slip road” means the A14 westbound –

(a) exit and entry slip roads at Claydon Interchange, and

(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) exit slip roads at Beacon Hill Interchange and at Cedars Interchange;

“the link road” means the length of A14 which links the A1156 Bury Road Roundabout and the westbound entry and exit slip roads at Whitehouse Interchange;

“lay-by” means an area of carriageway intended for the waiting of vehicles and 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 2002(a); and in this definition "carriageway" means any way (other than a cycle track) constituting or comprised in the trunk road 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 works” mean resurfacing and structures maintenance at Claydon Interchange, and road marking and stud repair/replacement work between Whitehouse Interchange and Cedars Interchange;

“the works period” means the period starting at 00.01 hours on Tuesday 19 October 2010 and ending when the said works have been completed;

“a works period” means a period of 10 hours starting at 20.00 hours on Tuesday 19 October 2010 or on any subsequent day 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 articles 5 and 6 no person shall, during a works period, cause or permit any vehicle to overtake any other moving vehicle or be driven at a speed exceeding –

(a) 10 miles per hour on a length of the first length of trunk road, the first slip road, the second slip road or the link 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, or

(b) 50 miles per hour on a length of the first length of trunk road, the first slip road, the second slip road or the link road whilst such traffic signs, as specified in paragraph (a) of this article, in relation to those lengths are not displayed.

4. Subject as mentioned in articles 5 and 6 no person shall enter or proceed in –

(a) the second length of trunk road, the second slip road or a slip road, during a works period, or

(b) any lay-by adjacent to the first 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. Nothing in article 4 shall apply to a vehicle –

(a) being used for, or in connection with, the said works or for winter service maintenance,

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

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

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

Signed by authority of the Secretary of State for Transport

Woodlands, Manton Lane, Bedford
11 October 2010

M R Knight
An Area Performance Manager
in the Highways Agency

(a) S.I. 2002/3113; Part I.