

2015 No. 835

ROAD TRAFFIC

The A14 Trunk Road (Junction 16 Catworth to Junction 24 Godmanchester) and the A1(M) Motorway (Junction 14 to Junction 16) Cambridgeshire (Temporary Restriction and Prohibition of Traffic) Order 2015

Made - - - - 26th January 2015
Coming into force - - 2nd February 2015

WHEREAS the Secretary of State for Transport, being the traffic authority for the A14 Trunk Road (“the A14”) and the A1(M) Motorway (“the A1(M)”) and connecting roads, is satisfied that traffic on lengths of that road, that motorway and on some of those connecting roads in the County of Cambridgeshire, 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 (Junction 16 Catworth to Junction 24 Godmanchester) and the A1(M) Motorway (Junction 14 to Junction 16) Cambridgeshire (Temporary Restriction and Prohibition of Traffic) Order 2015 and shall come into force on 2nd February 2015.

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;

“a first length of trunk road” means the A14 –

(a) eastbound carriageway from a point 300 metres west of the centre point of the B660 overbridge at Junction 16 Catworth to its junction with the western side of the roundabout at Junction 23 Spittals Interchange, and

(b) westbound carriageway from its junction with the western side of the roundabout at Junction 23 Spittals Interchange to a point 200 metres west of the centre point of the B660 overbridge at Junction 16 Catworth;

“a second length of trunk road” means the A14 –

(a) eastbound carriageway from the tip of the nosing of the exit slip road at Junction 20 Ellington Interchange to its junction with the western side of the roundabout at Junction 21 Brampton Hut 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) westbound carriageway from the tip of the nosing of the exit slip road at Junction 24 Godmanchester Interchange to the tip of the nosing of the entry slip road at Junction 23 Spittals Interchange;

“a slip road” means the -

(a) entry slip road to the eastbound carriageway of the A14 at Junction 20 Ellington Interchange,

(b) entry slip road to the westbound carriageway of the A14 at Junction 24 Godmanchester Interchange;

(c) exit slip roads from the southbound carriageway of the A1(M) at Junction 14 Alconbury, Junction 15 Sawtry and Junction 16 Norman Cross;

“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 replacement of electronic message signs, associated maintenance works and replacement of the Vehicle Restraint System in the central reserve;

“a works period” means a period of 10 hours starting at 20.00 hours on Monday 9th February 2015 or on any subsequent day (other than a Saturday or a Sunday) until the works have been completed;

“the works period” means the period starting at 20.00 hours on Monday 9th February 2015 and ending when the 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 cause or permit any vehicle to -

(a) be driven at a speed exceeding 40 miles per hour on, or

(b) enter or wait in any lay-by adjacent to,

a first length of trunk road, during the works period.

4. Subject as mentioned in articles 5 and 6 no person shall cause or permit any vehicle to enter or proceed in a second length of trunk road or a slip road, during a 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 3 shall not apply to a vehicle –

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

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

(c) proceeding at the direction, or with the permission, of a constable, or 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 or to a vehicle falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011(b) when used in accordance with regulation 3(5) of those Regulations.

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

(b) S.I. 2011/935.

Signed by authority of the Secretary of State for Transport

Woodlands, Manton Lane, Bedford, MK41 7LW
26th January 2015

A Nugent
A Team Leader in the Highways Agency