

2011 No. 1486

ROAD TRAFFIC

The A14 Trunk Road (West of Junction 49 Tothill Interchange to East of Junction 50 Cedars Interchange, Stowmarket, Suffolk) (Temporary Restriction and Prohibition of Traffic) Order 2011

Made - - - - *13th June 2011*
Coming into force - - *20th June 2011*

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 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 (West of Junction 49 Tothill Interchange to East of Junction 50 Cedars Interchange, Stowmarket, Suffolk) (Temporary Restriction and Prohibition of Traffic) Order 2011 and shall come into force on 20th June 2011 .

2. In this Order –

“Tothill Interchange” and “Cedars Interchange” mean, respectively, the A14/A1308 Tothill Interchange Junction 49 and the A14/A1120 Cedars Interchange Junction 50;

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

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

- (a) eastbound carriageway from the centre point of Haughley Bushes overbridge (north of Stowmarket) to the centre point of Pound Road overbridge Creeting St. Peter, and
- (b) westbound carriageway from the centre point of Fen Lane underbridge (south of Creeting St. Peter) to the tip of the nosing of the exit slip road leading to Tothill Interchange;

“the second length of trunk road” means the A14 between the tips of the nosing’s of the exit slip road leading from and the entry slip road leading to Tothill Interchange and Cedars Interchange;

“the third length of trunk road” means the A14 eastbound carriageway between the tip of the nosing of the exit slip road leading to Tothill Interchange to the centre point of the southern overbridge at Cedars Interchange;

“the fourth length of trunk road” means the A14 westbound carriageway between the centre points of Pound Road overbridge Creeting St. Peter and the overbridge at Tothill Interchange;

(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.

“the eastbound carriageway” and “the westbound carriageway” mean, respectively, the eastbound carriageway and the westbound carriageway of the A14 from the centre point of the B1113 Newton Road underbridge to a point 400 metres east of the centre point of Stowupland Road underbridge;

“a first slip road” means the A14 –

- (a) eastbound exit slip road leading to Tothill Interchange, and
- (b) eastbound and westbound exit and eastbound entry slip roads, leading to and from Cedars Interchange;

“a second slip road” means the A14 –

- (a) eastbound entry slip road leading from Tothill Interchange, and
- (b) westbound entry slip road leading from Cedars Interchange;

“overall width” has the meaning given in regulation 3(2) of the Road Vehicles (Construction and Use) Regulations 1986(a);

“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 and General Directions 2002(b); 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 and which has a surface suitable for the exercise of that right;

“works” mean essential maintenance works to the superstructure of Stowupland Road Bridge including the repair of the existing steel superstructure, upgrading existing steel cross members, concrete repairs and maintenance painting operations;

“the works period” means the period starting at 19:00 hours on Friday 24 June 2011 and ending when the works have been completed;

“a weekend period” means a period of 59 hours starting at 19:00 hours on Friday 24 June 2011 or on any subsequent Friday until the works have been completed;

“a works period” means a period of 11 hours starting at 19:00 hours on Friday 24 June 2011 or on any subsequent day until 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 7 and 8 no person shall, during the works period, drive any motor vehicle at a speed exceeding 50 miles per hour, or overtake any other moving vehicle, on a first length of trunk road, a first slip road, or a second slip road.

- 4.** Subject as mentioned in articles 7 and 8 no person shall cause or permit any vehicle –
- (a) to enter or proceed in the second length of trunk road or a second slip road, during a works period, or
 - (b) with an overall width exceeding 3.25 metres to enter or proceed in –
 - (i) the third length of trunk road, during a weekend period or a works period, or
 - (ii) the fourth length of trunk road, during the works period,unless escorted by an authorised vehicle.

5. Subject as mentioned in articles 7 and 8 no person shall, during a works period or a weekend period, cause or permit any vehicle to enter or proceed in –

- (a) the eastbound carriageway, or
- (b) the offside lane of the westbound carriageway in any direction other than eastwards.

(a) S.I. 1986/1078, to which there are amendments not relevant to this Order.
(b) S.I. 2002/3113; Part I.

6. Subject as mentioned in articles 7 and 8 no person shall, during the works period, cause or permit any vehicle to enter or proceed in the lay-by adjacent to the A14 –

- (a) eastbound carriageway situated –
 - (i) 200 metres west of the centre point of Stowupland Road underbridge, or
 - (ii) 1500 metres west of the centre point of the overbridge at Tothill Interchange (known as Oxbow Lay-by), or
- (b) westbound carriageway situated -
 - (i) 100 metres east of the centre point of Newton Road underbridge, or
 - (ii) 1300 metres east of the centre line of Cedars Interchange.

7. The provisions of articles 3, 4, 5 and 6 shall apply only during such times and to such extent as shall, from time to time, be indicated by traffic signs.

- 8.** The provisions of articles 4, 5 (1) (a) and (2) (a) and 6 shall not apply to a vehicle –
- (a) being used for, or in connection with, the works or for winter service maintenance or 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 a traffic officer in uniform;

and nothing in article 3 shall apply to a vehicles being used for a purpose specified in paragraph (b) of this article, and nothing in article 6 (a) (ii) or (b) (ii) shall apply to a vehicle described in article 4(b).

9. The provisions of article 3 shall not apply to a 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
13th June 2011

R T Hughes
A Service Delivery Team Leader
in the Highways Agency

(a) S.I. 2011/935.