

2013 No. 1284

ROAD TRAFFIC

**The A1 and A14 Trunk Roads and the A1(M) and A14(M)
Motorways (Alconbury, Cambridgeshire) Northbound
(Temporary Restriction and Prohibition of Traffic) Order 2013**

Made - - - - *29th April 2013*

Coming into force - - *6th May 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A1 Trunk Road (“the A1”), the A14 Trunk Road (“the A14”), the A1(M) Motorway (“the A1(M)”), the A14(M) Motorway (“the A14(M)”) and connecting roads, is satisfied that traffic on lengths of those roads and motorways 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 A1 and A14 Trunk Roads and the A1(M) and A14(M) Motorways (Alconbury, Cambridgeshire) Northbound (Temporary Restriction and Prohibition of Traffic) Order 2013 and shall come into force on 6th May 2013.

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;

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

“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(c); 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;

“Junction 21”, “Junction 23”, “Junction 24” and “Junction 14” mean, respectively, the A14/A1 Brampton Hut Interchange Junction 21, the A14/A141 Spittals Interchange Junction 23, the A14/A1198/B1514 Godmanchester Interchange Junction 24 and the A1(M)/A14(M) merge at Alconbury Interchange Junction 14;

(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) S.I. 1986/1078, to which there are amendments not relevant to this Order.

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

“the first length of motorway” means the northbound carriageway of the –

- (a) A1(M) from a point 150 metres north of Clay Lane bridge to a point 3000 metres north of Wheatsheaf flyover, and
- (b) A14(M) from a point 150 metres south of Rusts Lane flyover to its merge point with the A1(M) northbound carriageway at Junction 14;

“the first length of trunk road and motorway” means the northbound carriageways of the -

- (a) A14, A14(M) and A1(M) from a point 200 metres east of the tip of the nosing of the exit slip road from the A14 at Junction 24 to a point on the A1(M) 1150 metres north of Wheatsheaf Flyover, and
- (b) A1 and A1(M) from a point 2450 metres south of the A1 south bridge at Junction 21 to a point on the A1(M) 1150 metres north of Wheatsheaf flyover;

“the second length of trunk road and motorway ” means the northbound carriageways of the -

- (a) A14 and A14(M) from the tip of the nosing of the exit slip road from the A14 at Junction 23 to the A14(M) merge point with the A1(M) at Junction 14, and
- (b) A1 and A1(M) from the tip of the nosing of the exit slip road from the A1 at Junction 21 to the A1(M) merge point with the A14(M) at Junction 14;

“the second length of motorway” means the northbound carriageway of the A1(M) between points –

- (a) 350 metres north and 2900 metres north of Wheatsheaf flyover,
- (b) 210 metres south of Alconbury Interchange bridge and 1060 metres north of Wheatsheaf flyover, and
- (c) 50 metres south and 1050 metres north of Wheatsheaf flyover;

“a slip road” means the –

- (a) entry slip road to the northbound carriageway of the A14 at Junction 23,
- (b) exit slip road from the northbound carriageway of the A14 at Rusts Lane, Alconbury to the truck stop,
- (c) entry slip road to the northbound carriageway of the A14(M), from the truck stop at Rusts Lane, Alconbury.
- (d) entry slip road leading to the northbound carriageway of the A1 at Junction 21, and
- (e) exit slip road leading from the northbound carriageway of the A1 at Alconbury;

“works” mean carriageway reconstruction;

“the works period” means the period starting at 21.00 hours on Friday 10th May 2013 and ending when the works have been completed;

and –

- (a) the lanes of a carriageway are numbered from the nearside lane (lane 1) to the offside lane (lane 4),
- (b) a reference to a bridge or a flyover is a reference to the centre point of that bridge or flyover; and
- (c) 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 the works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour on the first length of motorway or the first length of trunk road and motorway.

4. Subject as mentioned in articles 5 and 6 no person shall, during the works period, cause or permit any vehicle –

- (a) with an overall width exceeding –
 - (i) 3.00 metres to enter or proceed in lane 1,

- (ii) 3.25 metres to enter or proceed in lane 2,
 - (iii) 3.00 metres to enter or proceed in lane 3, or
 - (iv) 2.50 metres to enter or proceed in lane 4
- of the second length of motorway,
- (b) to enter or proceed in the second length of trunk road and motorway or a slip road, or
 - (c) to enter any lay-by adjacent to the first and second lengths of trunk road and motorway.

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 4 shall not apply to a vehicle –
- (a) being used in connection with the works 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 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, MK41 7LW
29th April 2013

A Nugent
A Team leader in the Highways Agency

(a) S.I. 2011/935.