

**2011 No. 772**

**ROAD TRAFFIC**

**The A14 Trunk Road (Junction 44 Moreton Hall Interchange to East of Junction 43 St. Saviours Interchange, Bury St. Edmunds, Suffolk) (Temporary Restriction and Prohibition of Traffic) Order 2011**

*Made* - - - - *7th March 2011*  
*Coming into force* - - *14th March 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 a length of that road and on some of those connecting 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 (Junction 44 Moreton Hall Interchange to East of Junction 43 St. Saviours Interchange, Bury St. Edmunds, Suffolk) (Temporary Restriction and Prohibition of Traffic) Order 2011 and shall come into force on 14th March 2011 .

2. In this Order –

“St. Saviours Interchange” and Moreton Hall Interchange” mean, respectively, the A14/A134 St. Saviours Interchange Junction 43 and the A14/A1302 Moreton Hall Interchange Junction 44;

“the first length of trunk road” means the A14 eastbound carriageway from a point 400 metres east of the tip of the nosing of the entry slip road leading from St. Saviours Interchange to the tip of the nosing of the exit slip road leading to Moreton Hall Interchange;

“the second length of trunk road” means the A14 eastbound carriageway from the tip of the nosing of the entry slip road leading from Moreton Hall Interchange to a point 0.6 kilometres east of the centre point of Two Mile Spinney Underpass;

“the third length of trunk road” means the A14 eastbound carriageway between the tips of the nosing’s of the exit slip road leading to, and the entry slip road leading from, Moreton Hall Interchange;

“a slip road” means the A14 eastbound exit and entry slip roads leading to and from Moreton Hall Interchange;

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(a) 1984 c.27; a new section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 199 (c.26), section 1(1) and Schedule 1.

“tip of the nosing” means, as indicated by the road 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;

“the lay-by” means the lay-by adjacent to the A14 eastbound carriageway situated 1.6 kilometres east of the tip of the nosing of the eastbound entry slip road leading from Moreton Hall Interchange;

“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 improvement works to the lay-by, including the installation of centre line warning road markings, the installation of road studs and the replacement of existing parking signs;

“the works period” means the period starting at 00.01 hours on Monday 21st March 2011 and ending when the works have been completed;

“a works period” means a period of 10 hours starting at 20:00 hours on Monday 21st March 2011 or on any subsequent day (other than a Sunday) 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 6 and 7 no person shall, during a works period, drive any vehicle at a speed exceeding 50 miles per hour on the first length of trunk road or a slip road.

**4.** Subject as mentioned in articles 6 and 7 no person shall, during a works period, cause or permit any vehicle to overtake any other moving vehicle, or drive any vehicle at a speed exceeding –

(a) 10 miles per hour on a length of the second length of trunk 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 second length of trunk road whilst such traffic signs, as specified in paragraph (a) of this article, in relation to those lengths are not displayed.

**5.** Subject as mentioned in articles 6 and 7 no person shall cause or permit any vehicle to enter or proceed in –

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

(b) the lay-by, during the works period.

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

**7.** Nothing in article 5 shall 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 police officer, or traffic officer in uniform;

and nothing in articles 3 and 4 shall apply to a vehicle being used for a purpose specified in paragraph (b) of this article.

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(a) 2002/3113; Part 1.

Signed by authority of the Secretary of State for Transport

Woodlands, Manton Lane, Bedford  
7th March 2011

*M R Knight*  
An Area Performance Manager  
in the Highways Agency