

SECTION 153 OF THE PLANNING ACT 2008, PARAGRAPH 2 OF
REGULATION 6 OF THE INFRASTRUCTURE PLANNING (CHANGES
TO, AND REVOCATION OF, DEVELOPMENT CONSENT ORDERS)
REGULATIONS 2011 (AS AMENDED)

APPLICATION TO MAKE A NON-MATERIAL CHANGE
TO THE FOLLOWING DEVELOPMENT CONSENT ORDER:
The A14 Cambridge to Huntingdon Improvement Scheme Development
Consent Order 2016 (SI 2016 No 547) (as corrected by the A14
Cambridge to Huntingdon Improvement Scheme Development Consent
(Correction) Order 2017 (SI 2017/1121))

2. Draft Amendment Order

2019 No. 0000

INFRASTRUCTURE PLANNING

**The A14 Cambridge to Huntingdon Improvement Scheme
Development Consent (Amendment) Order 2019**

Made - - - - 2019

Coming into force - - 2019

An application has been made under paragraph 2 of Schedule 6 to the Planning Act 2008(a) to the Secretary of State in accordance with the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011(b) for a non-material change to the A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2016(c).

The Secretary of State having considered the application and the responses to the publicity and consultation carried out in accordance with regulations 6 and 7 of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 has decided to make this Order amending the A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2016.

The Secretary of State in exercise of the powers conferred by paragraph 2 of Schedule 6 to the Planning Act 2008, makes the following Order.

Citation and commencement

1. This Order may be cited as the A14 Cambridge to Huntingdon Improvement Scheme Development Consent (Amendment) Order 2019 and comes into force on xth [*month*] 2019.

Amendment of Order

2. The A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2016 is amended in accordance with the following articles.

Amendment of the table of contents

3. In the table of contents—

- (a) in Part 1 in “3. Disapplication of legislative provisions” after “3.” insert “and 3A.”;
- (b) in Part 3 after “12. Classification of roads, etc.” insert “12A. Roads subject to a variable speed limit”; and

(a) 2008 c.29; paragraph (2) of Schedule 6 was amended by the Localism Act 2011 (c.20) section 128(2), Schedule 13, Part 1, paragraphs 1 and 72(3) to (7) and the Infrastructure Act 2015 (c.7) section 28(1) and (2)(a) and (b).
(b) S.I. 2011/2055, amended by SI 2012/635, 2013/522, 2015/760.
(c) S.I. 2016/547, amended by S.I. 2017/1121.

- (c) in the Schedules in Schedule 3 after “PART 6 - CLASSIFICATION OF ROADS” insert “PART 7 – SPECIFIED SPECIAL ROADS”.

Amendment of Part 1 (Preliminary)

4. In article 2—

(a) in paragraph (1)—

(i) after the definition of “the 2008 Act” insert—

““the 2016 Regulations and Directions” means the Traffic Signs Regulations and General Directions 2016(a);”;

(ii) after the definition of “maintain” insert—

““motorway” means a highway which is a special road by virtue of article 12(2A) or (2C) or any other road or part of a road to which the Motorways Traffic (England and Wales) Regulations 1982(b) apply;”;

(iii) omit the definition of “special road”;

(iv) after the definition of “special road” insert—

““speed limit sign” in relation to a vehicle, means a traffic sign of the type shown in diagram 670 in Part 2 of Schedule 10 to the 2016 Regulations and Directions which—

(a) is situated on or near any part of a road which is specified in Part 7 of Schedule 3;

(b) is directed at traffic on the carriageway on which the vehicle is being driven; and

(c) in relation to article 12(6A)(a) and 12A is displayed as a variable message sign by light-emitting characters and symbols;”;

(v) omit the definition of “trunk road”;

(vi) after the definition of “trunk road” insert—

““variable message sign” has the same meaning as in the 2016 Regulations and Directions;”;

(vii) omit the definition of “the variation of special road status plans”; and

(b) after paragraph (2) insert—

“(2A) A reference in this Order to the letter “M” followed by a number, or to a letter and number followed by the letter “M” in brackets, is a reference to the motorway known, or intended to be known (as the case may be), by that name.”.

5. After article 3 insert—

“3A. Section 161(1)(b) of the 2008 Act does not apply in respect of any contravention of a prohibition in article 12(6) or (6A).”.

Amendment of Part 3 (Streets)

6. In article 12—

(a) omit paragraphs (1) and (2);

(b) after paragraph (2) insert—

“(2A) The new roads described in paragraphs 1(a) to (c), 1B, 3 to 7 and 9 to 20 of Part 6 of Schedule 3 are to be—

(a) classified as special roads for the purpose of any enactment or instrument which refers to highways classified as special roads; and

(a) S.I. 2016/326, to which there is an amendment not relevant to this Order.

(b) S.I. 1982/1163, relevant amending instruments are S.I. 1983/374, 1984/1479, 1992/1364, 2004/3258, 2015/392.

(b) provided for the use of traffic of classes I and II of the classes of traffic specified in Schedule 4 to the 1980 Act.

(2B) From the date on which the undertaker notifies the Secretary of State that the roads described in the paragraphs referred to in paragraph (2A) have been completed and are open for through traffic—

(a) the undertaker is the highway authority for those roads; and

(b) the new roads are classified as trunk roads for the purpose of any enactment or instrument which refers to highways classified as trunk roads.

(2C) The existing roads described in paragraphs 1(d), 1A and 20A to 20C of Part 6 of Schedule 3 are to cease to have the classification of all purpose trunk road and from the date of the notification referred to in paragraph (2B) are to be—

(a) classified as special roads for the purpose of any enactment or instrument which refers to highways classified as special roads; and

(b) provided for the use of traffic of classes I and II of the classes of traffic specified in Schedule 4 to the 1980 Act.

(2D) For the purpose of section 17(1) of the 1984 Act the provision of the roads referred to in paragraphs (2A)(b) and (2C)(b) for the use of traffic of classes I and II of traffic specified in Schedule 4 to the 1980 Act is to be treated as if that provision is authorised by a scheme made under section 16 of the 1980 Act.

(2E) For the purpose of section 17(5) of the 1984 Act the date of the notification referred to in paragraph (2B) is to be treated as the date declared in accordance with that section as the date on which the roads referred to in paragraphs (2A) and (2C) are open for use as special roads.”;

(c) in paragraph (3)—

(i) after “described in” where those words first appear insert “paragraphs 2 and 21 to 35 of”; and

(ii) for sub-paragraph (a) substitute—

“(a) the road described in paragraph 2 of Part 6 of Schedule 3 is to become a trunk road as if it had become so by virtue of an order made under section 10(2) (general provision as to trunk roads) of the 1980 Act specifying that date as the date on which it were to become a trunk road;”;

(d) after paragraph (6) insert—

“(6A) From such day as the undertaker may determine no person is to—

(a) drive any motor vehicle on a section of road which is subject to a variable speed limit in accordance with article 12A at a speed exceeding that indicated by a speed limit sign;

(b) drive any motor vehicle on the road specified in paragraph 5(a) of Part 7 of Schedule 3 at a speed exceeding 50 miles per hour if that road is not subject to a variable speed limit in accordance with article 12A; or

(c) drive any motor vehicle on the road specified in paragraph 5(b) of Part 7 of Schedule 3 at a speed exceeding 50 miles per hour.

(6B) If a person uses a vehicle in contravention of a prohibition in paragraph (6A) that use is to be treated as a contravention of regulations under section 17 of the 1984 Act which restrict the speed at which vehicles may be driven.

(6C) For the purpose of section 82(3) of the 1984 Act the date of the notification referred to in paragraph (2B) is to be treated as the date declared in accordance with that section as the date on which the roads referred to in paragraphs (2A) and (2C) are open for use as special roads.”; and

(e) in paragraph (11) after “this Order” insert “in relation to roads other than special roads”.

7. After article 12 insert—

“Roads subject to a variable speed limit

12A.-(1) A section of road is subject to a variable speed limit in relation to a vehicle being driven along it if—

- (a) the road is specified in paragraph 1 of Part 7 of Schedule 3;
- (b) the vehicle has passed a speed limit sign;
- (c) the vehicle has not subsequently passed—
 - (i) another speed limit sign indicating a different speed limit; or
 - (ii) a traffic sign which indicates that the national speed limit is in force; and
- (d) no speed restriction is in force by virtue of—
 - (i) an order or notice under section 14 of the 1984 Act; or
 - (ii) a traffic sign placed by a traffic officer pursuant to section 7 of the Traffic Management Act 2004(a).

(2) In relation to a vehicle, the speed limit indicated by a speed limit sign is the speed shown at the time the vehicle passes the sign, or, if higher, the speed limit shown by the sign ten seconds before the vehicle passed the sign.

(3) For the purposes of this article a speed limit sign is to be taken as not indicating any speed limit if, ten seconds before the vehicle passed it, the sign had indicated no speed limit or that the national speed limit was in force.

(4) In this article—

“national speed limit” has the meaning given by Schedule 1 to the 2016 Regulations and Directions and a traffic sign which indicates that the national speed limit is in force means a traffic sign of the type shown in diagram 671 in Part 2 of Schedule 10 to the 2016 Regulations and Directions which is—

- (a) placed on or near a road; and
- (b) directed at traffic on the carriageway on which the vehicle is being driven; and

“road” includes the adjacent hard shoulder and verge.

(5) This article may be varied or revoked by any instrument under any enactment which provides for the variation or revocation of such provision.”.

Amendment of Part 7 (Miscellaneous and general)

8. At the end of article 41 (certification of plans etc.) add—

“(5) Where in consequence of an amendment to this Order by an amendment order a plan or document referred to in column (1) of the table in Schedule 10 is amended by an amendment to a numbered sheet or key plan or the addition of a new sheet number—

- (a) the reference in paragraphs (1) and (2) to “this Order” means the amendment order;
- (b) those paragraphs apply only to the sheets or key plans (as the case may be) referred to in column (3) of the table as being those which are amended or new (as the case may be); and
- (c) the references in paragraphs (3) and (4) to a plan or document include those sheets or key plans (as the case may be).”.

(a) 2004 c.18.

Amendment of Schedule 1 (Authorised development)

9. In Schedule 1 (Authorised development) in the second paragraph—

- (a) in the sub-paragraph commencing “Work No. 1”—
 - (i) after “trunk road” insert “, including the reclassification of part of the road as a special road,”; and
 - (ii) in paragraph (u) after “sheets” insert “3,”;
- (b) in the sub-paragraph commencing “Work No. 5”—
 - (i) after “a new all-purpose dual carriageway” insert “and special road”; and
 - (ii) in paragraph (z) after “sheets” insert “3,”; and
- (c) in the sub-paragraph commencing “Work No. 9” after paragraph (c) insert—

“(ca) the construction of a new roundabout at the junction of the B1514 Buckden Road with Byway 32/11 Buckden (Mere Lane), from a point on the B1514 Buckden Road 35 metres west of the bridge carrying the A1(T) over the B1514 Buckden Road generally west and turning south-westward to a point on the B1514 Buckden Road 120 metres west of the bridge carrying the A1(T) over the B1514 Buckden Road, and to a point on the Byway 32/11 (Mere Lane) 35 metres generally north of its junction with the B1514 Buckden Road;”.

Amendment of Schedule 3 (Classification of roads, etc.)

10. In Schedule 3 for the side note substitute “Articles 2, 12, 12A and 16”.

Amendment of Part 1 (Speed limits) of Schedule 3 (Classification of roads, etc.)

11. In the table in Part 1 (Speed limits) of Schedule 3 (Classification of roads, etc.)—

- (a) omit the headings consisting of numbered sheets of the traffic regulation measures (speed limits and prohibitions) plans which refer to the sheet numbers as follows—
 - (i) sheets 5 and 6;
 - (ii) sheet 6;
 - (iii) sheets 6 and 7;
 - (iv) sheet 17 and 18;
 - (v) sheets 21 and 22; and
 - (vi) sheets 22, 23 and 24;
- (b) omit the entries in columns (1) to (3) in the rows under the headings referred to in paragraph (a);
- (c) under the heading “The traffic regulation measures (speed limits and prohibitions) plans – sheet 7” in the first and second rows omit the entries in columns (1) to (3);
- (d) under the heading “The traffic regulation measures (speed limits and prohibitions) plans – sheet 11” in the second and third rows omit the entries in columns (2) and (3);
- (e) under the heading “The traffic regulation measures (speed limits and prohibitions) plans – sheet 17”—
 - (i) in the first row in column (2) after “113” insert “metres”;
 - (ii) in the fifth row omit the entries in columns (1) to (3);
 - (iii) in the sixth row omit the entries in columns (2) and (3);
 - (iv) in the seventh row omit the entries in columns (1) to (3);
- (f) under the heading “The traffic regulation measures (speed limits and prohibitions) plans – sheets 17 and 18” in the fourth row omit the entries in columns (2) and (3);

- (g) under the heading “The traffic regulation measures (speed limits and prohibitions) plans – sheets 22 and 23” in the second, third and fourth rows omit the entries in columns (2) and (3); and
- (h) under the heading “The traffic regulation measures (speed limits and prohibitions) plans – sheet 23” in the first row omit the entries in columns (1) to (3).

Amendment of Part 2 (Traffic regulation measures (Clearways and prohibitions)) of Schedule 3 (Classification of roads, etc.)

12. In the table in Part 2 (Traffic regulation measures (Clearways and prohibitions)) of Schedule 3 (Classification of roads, etc.)—

- (a) in the heading “The traffic regulation measures (clearways and weight limits) plans – sheets 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 and 24” for “sheets” to the end substitute “sheets 3, 4 and 5”;
- (b) under the heading referred to in paragraph (a)—
 - (i) in column (1) omit from “Buckden” to the end; and
 - (ii) in column (2) for “including” to the end substitute “to the junctions with the new merge and diverge slip roads to the Northern and Southern New Ellington roundabouts”;
- (c) under the heading “The traffic regulation measures (clearways and weight limits) plans – sheet 4” after the entries in columns (2) and (3) respectively insert—

“A14 Trunk Road Eastbound diverge slip road onto the Northern New Ellington Roundabout.	“Clearway (to include verges, hard shoulders, slip roads and laybys).
A14 Trunk Road Westbound merge slip road from the Southern New Ellington Roundabout.”	Clearway (to include verges, hard shoulders, slip roads and laybys).”;

- (d) omit the heading “The traffic regulation (clearways and weight limits) plans - sheet 23” and the entries in columns (1) to (3) under that heading;
- (e) omit the headings consisting of numbered sheets of the traffic regulation (speed limits and prohibitions) plans which refer to the sheet numbers as follows—
 - (i) sheets 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23;
 - (ii) sheets 22 and 23; and
 - (iii) sheets 21, 22 and 23;
- (f) omit the entries in columns (1) to (3) in the rows under the headings referred to in paragraph (e); and
- (g) under the heading “The traffic regulation measures (speed limits and prohibitions) plans – sheet 23” omit the entries in columns (2) and (3) of the first row.

Amendment of Part 4 (Variations and revocations of existing traffic regulation orders) of Schedule 3 (Classification of roads, etc.)

13. In the table in Part 4 (Variations and revocations of existing traffic regulation orders) of Schedule 3 (Classification of roads, etc.)—

- (a) under the heading “The traffic regulation measures (clearways and weight limits) plans – sheets 1, 2, 4, 5, 6 and 7” for the entries in column (4) substitute “Order to be varied to apply a clearway to the carriageway of the exit slip road from the northbound carriageway of the A1(M) to the roundabout known as the Brampton Hut Interchange from a point 130 metres south of the junction with that roundabout”; and

- (b) under the heading “The traffic regulation measures (speed limits and prohibitions) plans – sheet 4” for the entries in column (4) substitute “Order to be varied (varying the length of the southbound exit slip road from the A1(M) to which the Order applies). The Order ceases to apply to the southbound exit slip road from the A1(M) from the junction with the Brampton Hut Interchange for a distance of 115 metres in a northerly direction.”.

Amendment of Part 6 (Classification of roads) of Schedule 3 (Classification of roads, etc.)

14. In Part 6 (Classification of Roads) of Schedule 3 (Classification of roads, etc.)—

- (a) for the heading to paragraphs 1 to 4 substitute “THE A14(M)”;
- (b) in the heading to paragraph 1 for “27.33” substitute “26.41”;
- (c) in paragraph 1—
- (i) for “27.33” substitute “26.41”;
- (ii) for “A14 Trunk Road” substitute “A14(M)”;
- (iii) in sub-paragraph (a)—
- (aa) for “298” substitute “722”;
- (bb) omit “an easterly then”;
- (cc) for “1.45” substitute “1.03”;
- (dd) for “existing A1 Trunk Road” substitute “A1(M)”;
- (ee) for “new A14 Trunk Road” substitute “highway”;
- (iv) in sub-paragraph (b) for “new A14 Trunk Road” substitute “new highway”;
- (v) in sub-paragraph (d) for “7.59” substitute “7.1” and for “514” substitute “20”;
- (d) after paragraph 1 insert—

“THE NEW M11

A 440 metre length of the existing A14 Trunk Road

1A. A 440 metre length of the existing A14 Trunk Road to be classified as part of the M11 commencing at a point 20 metres south east of where Beck Brook passes below the A14(M) in a culvert (towards the north-east of the Girton Interchange) in a generally south-easterly direction for a distance of 440 metres,

identified by a yellow line on the classification of roads plans – sheet 2.

Girton Interchange Eastbound Diverge

1B. A 580 metre length of new bifurcated slip road, to be classified as part of the M11, commencing at the centre point on the south-eastbound carriageway of the M11 from a point 432 metres south-east of where Beck Brook passes below the A14(M) in a culvert, continuing in a south-easterly direction to the point where it merges with the roundabout proposed to be constructed and known as Girton Roundabout East,

identified by a yellow line on the classification of roads plans – sheet 2.

THE NEW A14 TRUNK ROAD”;

- (e) in the heading to paragraph 2 for “A 474” substitute “An 898”;
- (f) in paragraph 2—
- (i) for “a 474” substitute “an 898”;
- (ii) for “(a) and (b)” substitute “(za) to (b)”;
- (iii) before sub-paragraph (a) insert—
- “(za) commencing from a point 298 metres east of the point where footpath Ellington 23 (also known as footpath 71/23) runs adjacent to the eastern boundary of the

pumping station located to the south of the existing A14 and continuing from that point in an easterly direction for 424 metres;” and

- (iv) in sub-paragraph (a) for “commencing” substitute “then continuing”;
- (g) after paragraph 2 insert the heading “THE A14(M)”;
- (h) in paragraphs 3 and 4 for “A14 Trunk Road” (save where “the existing” appears before those words) substitute “A14(M)”;
- (i) in the heading to paragraphs 5 and 6 for “NEW A14 TRUNK ROAD AND A1 TRUNK ROAD” substitute “A1(M) AND A14(M)”;
- (j) in paragraph 5—
 - (i) for “A1 Trunk Road” (save where “the existing” appears before those words) substitute “A1(M)”;
 - (ii) for “A14 Trunk Road” in both instances those words appear substitute “A14(M)”;
- (k) in paragraph 6 for “A14 Trunk Road” in both instances those words appear substitute “A14(M)”;
- (l) in the heading to paragraph 7 for “NEW A14 TRUNK ROAD” substitute “A14(M)”;
- (m) in paragraph 7 for “A14 Trunk Road” where those words first appear substitute “A14(M)”;
- (n) omit paragraph 8 and the heading to that paragraph;
- (o) in the heading to paragraphs 9 to 12 for “NEW A14 TRUNK ROAD” substitute “A14(M)”;
- (p) in paragraphs 9, 10, 11 and 12 for “A14 Trunk Road” where those words first appear in each paragraph substitute “A14(M)”;
- (q) in the heading to paragraph 13 for “NEW A14” substitute “A14(M)”;
- (r) in paragraph 13 for “A14 Trunk Road” where those words first appear substitute “A14(M)”;
- (s) in the heading to paragraphs 14 to 17 for “NEW A14 TRUNK ROAD” substitute “A14(M)”;
- (t) in paragraph 14 for “A14 Trunk Road” where those words first appear substitute “A14(M)”;
- (u) in paragraph 15 for “A14 Trunk Road” in the first and second instances where those words appear substitute “A14(M)”;
- (v) in paragraphs 16 and 17 for “A14 Trunk Road” where those words first appear in each paragraph substitute “A14(M)”;
- (w) in the heading to paragraphs 18 and 19 for “NEW A14 TRUNK ROAD” substitute “A14(M)”;
- (x) in paragraph 18 for “A14 Trunk Road” in the first and third instances where those words appear substitute “A14(M)”;
- (y) in paragraph 19 for “A14 Trunk Road” in each instance where those words appear substitute “A14(M)”;
- (z) for the heading to paragraph 20 substitute “THE A1(M)”;
- (aa) in the sub-heading to paragraph 20 for “A1 Trunk Road” substitute “A1(M)”;
- (bb) in paragraph 20 for “A1 Trunk Road” where those words first appear substitute “A1(M)”;
- (cc) after paragraph 20 insert—

“20A. A 3.06 kilometre length of the existing A1 highway to be classified as part of the A1(M) commencing from the junction with the southbound entry slip road from the B1043, and continuing in a generally southerly direction to a point 92 metres south of the centre point of the existing roundabout known as the Brampton Hut Interchange, identified by a red line on the classification of roads plans – sheet 1.

20B. The following existing slip roads to be classified as part of the A1(M)—

- (a) those connecting the existing A1 highway with the existing roundabout known as the Brampton Hut Interchange other than the slip road referred to in paragraph 20C;
- (b) the entry slip road to the southbound carriageway of the existing A1 highway from the B1043 at the Alconbury roundabout; and
- (c) the exit slip road from the northbound carriageway of the existing A1 highway to the B1043 at the Alconbury roundabout,

identified by a red line on the classification of roads plans – sheet 1.

20C. A 500 metre length of the carriageway of the existing slip road from the northbound carriageway of the existing A1 highway to the existing roundabout known as the Brampton Hut Interchange to be classified as part of the A1(M) commencing from the junction with the northbound carriageway for a distance of 500 metres in a northerly direction,

identified by a red line on the classification of roads plans – sheet 1.”;

(dd) in paragraph 22—

(i) for sub-paragraph (h) substitute—

“(h) then continuing in a north-westerly direction for a distance of 308 metres, to a centre point under the new footbridge for non-motorised users which is proposed to be constructed close to the Bucking Way Business Park, and then continuing generally northwards for a distance of 399 metres to the roundabout proposed to be constructed and known as the Bucking Way Roundabout (as an alteration to the existing C186 Bucking Way Road) including the entire circumference of the proposed Bucking Way Roundabout;”;

(ii) at the end of sub-paragraph (i) add “with a spur extending 345 metres in a south-westerly direction to the roundabout which is proposed to be constructed known as the Southern Swavesey Roundabout and including the entire circumferences of the proposed Northern and Southern Swavesey Roundabouts”; and

(iii) in sub-paragraph (j) after “continuing” insert “from the roundabout which is proposed to be constructed known as the Northern Swavesey Roundabout”;

(ee) in paragraph 25 for “new A14 Trunk Road and the improved A1 Trunk Road” substitute “A14(M) and A1(M)”;

(ff) in paragraph 26 for “new A14 Trunk Road” in the first and third instances where those words appear substitute “A14(M)” and for “new A14 Trunk Road alignment” substitute “A14(M)”;

(gg) in paragraphs 27 and 31 for “new A14 Trunk Road” in each instance where those words appear substitute “A14(M)”;

(hh) in paragraph 33 for “new A1 Trunk Road alignment and the new A14 Trunk Road alignment” substitute “A1(M) and A14(M)”;

(ii) in paragraph 34 omit “including the entire circumference of the proposed Bucking Way Road Roundabout,”.

Amendment of Schedule 3 (Classification of roads etc.) additional part

15. At the end of Schedule 3 (Classification of roads, etc.) add the content of Schedule 1.

Amendment of Schedule 4 (Permanent stopping up of highways and private means of access and provision of new highways and private means of access)

16. In the table in Part 1 (Highways to be stopped up for which a substitute is to be provided and new highways which are otherwise to be provided) of Schedule 4 (Permanent stopping up etc.)—

- (a) under the heading “The rights of way and access plans – sheet 3” after the first row in columns (2) to (4) insert—

“

-	-	Reference B – refer to sheet 5
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”; and

- (b) under the heading “The rights of way and access plans – sheet 5” in the third row for the entry in column (4) substitute—

“Reference B

To be substituted by a new bridleway between bridleway Reference E (on sheet 3), generally in a north-west direction, then turning south westward to pass under the new A14(M), then turning generally south-eastwards and south along the west side of the A1(M) to existing Park Road (on sheet 6) for a distance of 1990 metres (for continuation of Reference B see sheets 3 and 6).”.

Amendment of Schedule 10 (Documents to be certified)

17. For the table in Schedule 10 (Documents to be certified) substitute the table in Schedule 2.

Signed by authority of the Secretary of State for Transport

Date

Name
Parliamentary Under Secretary of State
Department for Transport

SCHEDULE 1

Article 15

PART 7 OF SCHEDULE 3

“PART 7

SPECIFIED SPECIAL ROADS

1. The special roads to which variable speed limits are applied are—

- (a) the new special roads referred to in paragraphs 1 to 1B, 3 to 7, 9 to 19, and 20A to 20C of Part 6;
- (b) the new special roads referred to in paragraph 2;
- (c) the lengths of the existing A1(M) referred to in paragraph 3; and
- (d) the lengths of the existing M11 referred to in paragraph 4.

2. The lengths of new special roads to which this paragraph refers are—
 - (a) that length of the southbound carriageway of the road described in paragraph 20 of Part 6 from a point 92 metres south of the centre point of the Interchange (“the northern point”) and proceeding for a distance of approximately 2.66 kilometres in a south-south westerly, then south easterly, then southerly, then south-south easterly direction to a point 215 metres north of the northern side of the B1514 overbridge; and
 - (b) that length of the northbound carriageway of the road described in paragraph 20 of Part 6 from a point 15 metres north of the northern side of the B1514 overbridge and proceeding for a distance of approximately 2.86 kilometres in a north-north westerly, then northerly, then north-westerly, then north-north-easterly direction to the northern point.
3. The lengths of the existing A1(M) to which this paragraph refers are—
 - (a) that length of the southbound carriageway from a point 525 metres north-east of the northern face of the overbridge of the B1043 (“the northern point”) and proceeding for a distance of approximately 864 metres in a generally southerly direction to the junction with the southbound entry slip road from the B1043; and
 - (b) that length of the northbound carriageway from the junction with the northbound entry slip road to the B1043 and proceeding for a distance of approximately 864 metres in a generally northerly direction to the northern point.
4. The lengths of the existing M11 to which this paragraph refers are—
 - (a) that length of the south-eastbound carriageway from a point 460 metres south-east of the culvert where the Beck Brook passes under the A14(M) (“the northern point”) and proceeding for a distance of approximately 453 metres in a generally south-easterly direction to the north-west face of the overbridge of the A1307 Huntingdon Road (“the A1307 overbridge”); and
 - (b) that length of the north-westbound carriageway from the south-eastern face of the A1307 overbridge for a distance of approximately 473 metres, to the northern point.
5. The special roads to which a 50 miles per hour speed limit is applied are—
 - (a) that length of the carriageway of the Girton Interchange A14(M) Westbound Link (“the Link Road”) from a point 71 metres south west of the centre point of the bridge carrying the M11 over the Link Road and proceeding in a south-westerly then north-easterly direction to a point 1029 metres from that centre point; and
 - (b) that length of the southbound carriageway of the road described in paragraph 20 of Part 6 from a point 215 metres north of the northern side of the B1514 overbridge and proceeding for a distance of approximately 200 metres in a generally southerly direction to a point 15 metres north of the northern side of the B1514 overbridge.
6. In this Part—

“the B1514 overbridge” means the overbridge carrying the A1(T) over the B1514 Buckden Road;

“the Girton Interchange A14(M) Westbound Link” means the road specified in paragraph 4 of Part 6; and

“the Interchange” means the roundabout known as the Brampton Hut Interchange.”

SCHEDULE 2

Article 17

SCHEDULE 10, SUBSTITUTED TABLE

(1)	(2)	(3)
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<i>Document</i>	<i>Description</i>	<i>Amended or new sheets (as numbered) and amended key plans</i>
The book of reference	The book of reference contained in document reference HE/A14/EX/260	
The borrow pit restoration and aftercare strategy	The borrow pit restoration and aftercare strategy contained in document reference HE/A14/EX/207	
The classification of roads plans	Sheets 1-2 contained in document reference 2.12	1 and 2 (amended)
The code of construction practice	The code of construction practice contained in document reference HE/A14/EX/244	
The crown land plans	Sheets 8, 13, 29 and 30 contained in document reference HE/A14/EX/220	
The de-trunking plans	Sheets 1-15 contained in document reference HE/A14/EX/219	
The engineering section drawings	Sheets 1-59 contained in document reference HE/A14/EX/221	18 (amended)
The environmental statement	The environmental statement contained in document reference 6.1 (subject to the substitutions set out below)	
	The figures accompanying the environmental statement contained in document reference 6.2 (subject to the substitutions set out below)	
	The appendices accompanying the environmental statement contained in document reference 6.3 (subject to the substitutions set out below)	
	The statement of statutory nuisances contained in document reference 6.4	
	The errata report contained in document HE/A14/EX/10 (so far as it substitutes and supplements the documents referred to above in this description of the environmental statement)	
	The non-technical summary of the environmental statement	

contained in document
reference HE/A14/EX/242
(which substitutes chapter 0 of
the environmental statement
contained in document
reference 6.1)

The revised Assessment of
Implications of European Sites
matrices contained in
document reference
HE/A14/EX/132 (which
substitute the matrices
contained in appendix 11.12 in
document reference 6.3)

The technical annex to the soil
management strategy (ES
Appendix 12.2) contained in
document reference
HE/A14/EX/125

The landscape and visual
responses in section 3 and
appendix 4 of the response to
Buckden Marina Residents'
Association contained in
document reference HE-A14-
EX-143

The borrow pit restoration and
aftercare strategy contained in
document reference
HE/A14/EX/207

The code of construction
practice contained in
document reference
HE/A14/EX/244 (which
substitutes the code of
construction practice in
appendix 20.2 contained in
document reference 6.3)

The updated noise tables
contained in document
reference HE/A14/EX/197
(which substitute the noise
tables in chapter 14 contained
in document reference 6.1)

The revised chapter 17 of the
environmental statement
contained in document
reference HE/A14/EX/235
(which substitutes chapter 17

of the environmental statement contained in document reference 6.1)

The revised chapter 19 of the environmental statement contained in document reference HE/A14/EX/240 (which substitutes chapter 19 of the environmental statement contained in document reference 6.1)

The revised outline environmental design plans contained in document reference HE/A14/EX/225 (which substitute the outline environmental design plans in figure 3.2 contained in document reference 6.2)

The revised outline environmental design illustrative cross sections contained in document reference HE/A14/EX/04 (which substitute the outline environmental design illustrative cross sections in figure 3.3 contained in document reference 6.2) but with relevant sheets substituted for those contained in document reference HE-A14-EX-230

The revised structures schedule contained in document reference HE/A14/EX/07 (which substitutes appendix 3.1 contained in document reference 6.3)

The flood risk assessment HE-A14-EX-262 (which substitutes the flood risk assessment in appendix 17.1 contained in document reference 6.3)

The revised register of environmental actions and commitments contained in document reference

	HE/A14/EX/203 (which substitutes the register of environmental actions and commitments in appendix 20.1 contained in document reference 6.3)	
The flood risk assessment	The flood risk assessment contained in document reference HE/A14/EX/262	
The general arrangement drawings	Sheets 1-24 and Huntingdon Town 1 and Huntingdon Town 2, plus Legend and Key Plan, contained in document reference HE/A14/EX/215	3, 5, 6 and Key Plan (amended) and 100 (new)
The land plans	Sheets 1-40 contained in document reference HE/A14/EX/216	8 (amended)
The rights of way and access plans	Sheets 1-28 contained in document reference HE/A14/EX/218	1 to 3 and 5 to 23 and Key Plan (amended)
The special category land plans	Sheets 1-2 contained in document reference HE/A14/EX/224	
The traffic regulation measures: clearways and weight limit plans	Sheets 1-36 contained in document reference HE/A14/EX/223	1, 2, 4 to 7, 14 to 23 and 36 and Key Plan (amended)
The traffic regulation measures: speed limits and prohibitions plans	Sheets 1-29 contained in document reference HE/A14/EX/222	1, 2 and 4 to 23 and Key Plan (amended)
The works plans	Sheets 1-29 contained in document reference HE/A14/EX/217	7 (amended)

EXPLANATORY NOTE

(This note is not part of the Order)

This Order amends the A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2016 (S.I 2016/547).

This Order follows an application under paragraph 6 of Schedule 2 to the Planning Act 2008 for a non-material change to classify newly constructed, and improved existing, roads as special roads and to introduce variable mandatory speed limits on those roads together with a fixed 50 miles per hour speed limit on two short lengths of carriageway. The majority of these roads become the A14(M) and the remainder become part of the existing A1(M) and M11.

This Order also amends S.I. 2016/547 to provide that numbered sheets or key plans in plans or documents referred to in Schedule 10 to that Order which have been amended, or which are an addition, in consequence of this Order are to be submitted to the Secretary of State for certification as true copies.

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