

SCHEDULES

SCHEDULE 3

Articles 12 and 16

CLASSIFICATION OF ROADS, ETC.

Note 1: the naming conventions used in this Schedule to describe roads, junctions and structures relate to the naming conventions used in the labels on the traffic regulation measures plans.

PART 1

SPEED LIMITS

Note 2: where speed limits are indicated on the plans relating to this schedule (the traffic regulation measures plans - speed limits and prohibitions) but are not referenced in this schedule they indicate that national speed limits apply in accordance with the provisions of the Road Traffic Regulation Act 1984 (which defines speed limits on 'restricted roads' by reference to street lighting) and are not subject to this order. For details of the scheme lighting design, refer to the general arrangement drawings.

<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Speed Limit</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 4</i>		
Brampton	A14 Trunk Road New Ellington Junction to Brampton Hut Junction From the centre point of the Northern New Ellington Roundabout eastwards for distance of 388 metres along the new alignment of the A14 Trunk Road. For extent of lighting design, refer to general arrangement drawings, sheet 3.	Removal of restricted road status 70 miles per hour
	A14 Trunk Road Eastbound Diverge Slip onto the Northern New Ellington Roundabout From its junction with the Northern New Ellington Roundabout for a distance of 157 metres in a westerly direction. For extent of lighting design, refer to general arrangement drawings, sheet3.	Removal of restricted road 70 miles per hour

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	<p>A14 Trunk Road Westbound Merge Slip from the Southern New Ellington Roundabout</p> <p>From its junction with the Southern New Ellington Roundabout for a distance of 162 metres in a north westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 3.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>A14 Trunk Road connecting the Northern and Southern New Ellington Roundabouts</p> <p>From the centre point of the Northern New Ellington Roundabout for a distance of 49 metres along the carriageway (plus the circumference of the Northern New Ellington Roundabout) in a south westerly direction.</p> <p>From the centre point of the Southern New Ellington Roundabout for distance of 52 metres along the carriageway (plus the circumference of the Southern New Ellington Roundabout) in a north easterly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 3.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>Woolley Road</p> <p>From the centre point of the Northern New Ellington Roundabout for a distance of 96 metres in a generally north westerly direction along the Woolley Road.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 3.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheets 5 and 6</i>		
Brampton	<p>A1 Trunk Road</p> <p>Along its length from a point 102 metres south of the centreline of the Realigned Grafham Road Overbridge to a point 992 metres north of the centreline of the Realigned Grafham Road Overbridge, for a distance of 1094 metres.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>

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	For extent of lighting design, refer to general arrangement drawings, sheets 3 and 5.	
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 6</i>		
Brampton	<p>A1 Trunk Road Southbound Link onto the A14 Trunk Road</p> <p>Along its length from a point 118 metres south of the centreline of the realigned Grafham Road Overbridge northwards to a point 373 metres north of the centreline of the realigned Grafham Road Overbridge, for a total distance of 491 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 3 and 5</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>A14 Trunk Road Northbound Link onto the A1 Trunk Road.</p> <p>Along its length from a point 91 metres south of the centreline of the realigned Grafham Road Overbridge northwards to a point 483 metres north of centreline of the realigned Grafham Road Overbridge, for a total distance of 574 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 3 and 5.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 6 and 7</i>		
Brampton, Buckden	<p>A14 Trunk Road</p> <p>Along its length from a point 550 metres southeast of the centreline of the realigned B1514 Buckden Road north-westwards to a point 165 metres from the centreline of the realigned B1514 Buckden Road, for a total distance of 715 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 5 and 6.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
Brampton	<p>A1 Trunk Road</p> <p>Along its length of the southbound carriageway from the point of</p>	<p>Removal of restricted road status</p> <p>50 miles per hour</p>

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	<p>commencement of the existing 50mph speed limit 15 metres north of the centreline of the B1514 Buckden Road Underbridge to a point 215 metres north of the centreline of the B1514 Buckden Road Underbridge, for a distance of 200 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 5 and 6.</p>	
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 7</i>		
Brampton, Buckden	<p>A1 Trunk Road Southbound Link onto the A14 Trunk Road</p> <p>Along its length from a point 91 metres northwest of the centreline of the realigned B1514 Buckden Road south-eastwards to a point 529 metres from the centreline of the B1514 Buckden Road, for a total distance of 620 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 6.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>A14 Trunk Road Northbound Link onto the A1 Trunk Road</p> <p>Along its length from a point 344 metres southeast of the centreline of the realigned B1514 Buckden Road north-westwards to a point 158 metres from the centreline of the realigned B1514 Buckden Road, for a total distance of 502 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 5 and 6.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
Brampton	<p>B1514 Buckden Road</p> <p>From a point 50 metres northeast of the centreline of the new A14 Trunk Road south-westwards to a point 190 metres from the centreline of the new A14 Trunk Road, for a total distance of 240 metres (plus the circumference of the B1514 Buckden Road Roundabout).</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>

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	For extent of lighting design, refer to general arrangement drawings, sheet 6.	
Brampton	<p>B1514 Brampton Road</p> <p>From the centre point of the B1514 Buckden Road Roundabout south-wards for a distance of 89 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 6.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 11</i>		
Hemingford Abbots	<p>A1198 Ermine Street</p> <p>From a point 92 metres north-westwards from the centre point of the Northern Ermine Street Roundabout south-eastwards to a point 61 metres from the centre point of the Northern Ermine Street Roundabout, for a total distance of 153 metres (plus the circumference of the Northern Ermine Street Roundabout).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 9.</p> <p>From a point 65 metres north-westwards from the centre point of the Southern Ermine Street Roundabout southwards to a point 70 metres from the centre point of the Southern Ermine Street Roundabout, for a total distance of 135 metres (plus the circumference of the Southern Ermine Street Roundabout).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 9.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>A14 Trunk Road Eastbound Diverge Slip onto the Northern Ermine Street Roundabout</p> <p>From its junction with the Northern Ermine Street Roundabout for a distance of 161 metres in a westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 9.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>

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	<p>A14 Trunk Road Westbound Merge Slip from the Southern Ermine Street Roundabout</p> <p>From its junction with the Southern Ermine Street Roundabout for a distance of 161 metres in a north westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 9.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 17</i>		
Swavesey	<p>A1307</p> <p>From the centre point of the Northern Swavesey Roundabout westwards for a distance of 113.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>Swavesey Link Road between Northern Swavesey Roundabout and Bucking Way Road Roundabout (A1307 formerly the A14(T))</p> <p>From its junction with the Northern Swavesey Roundabout to its junction with Bucking Way Roundabout (plus the circumference of the Northern Swavesey Roundabout and the circumference of Bucking Way Roundabout).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>Bucking Way Road</p> <p>From the centre point of the Bucking Way Road Roundabout north-eastwards for a distance of 92 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>Local Access Road (A1307 formerly the A14(T))</p> <p>From the centre point of the Bucking Way Road Roundabout generally south-eastwards for a distance of 96 metres.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>

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	For extent of lighting design, refer to general arrangement drawings, sheet 15.	
Swavesey, Boxworth	<p>A14 Trunk Road Eastbound Diverge Slip onto the Northern Swavesey Roundabout</p> <p>From the centre point of the Northern Swavesey Roundabout south-eastwards then south-westwards for a distance of 304 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>Swavesey Link Road</p> <p>From the centre point of the Northern Swavesey Roundabout for a distance of 93 metres in a south-westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p> <p>From the centre point of the Southern Swavesey Roundabout for a distance of 56 metres (plus the circumference of the Southern Swavesey Roundabout) in a north easterly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
Boxworth	<p>A14 Trunk Road Westbound</p> <p>Merge Slip from Southern Swavesey Roundabout onto the Westbound A14 Trunk Road</p> <p>From its junction with the Southern Swavesey Roundabout for a distance of 158 metres in a north-westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 17 and 18</i>		
Swavesey, Boxworth	<p>A14 Trunk Road Eastbound Merge Slip from the Northern Swavesey Roundabout onto the Eastbound A14 Trunk Road</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>

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	<p>From the centre point of the Northern Swavesey Roundabout south-eastwards for a distance of 185 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	
Boxworth	<p>A14 Trunk Road Westbound Diverge Slip onto the Southern Swavesey Roundabout</p> <p>From its junction with Southern Swavesey Roundabout for a distance of 163 metres in a generally south-easterly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheets 17 and 18</i>		
Boxworth	<p>New Link Road (between Southern Swavesey Roundabout and the Cambridge Services Roundabout)</p> <p>From the centre point of the Southern Swavesey Roundabout south-eastwards for a distance of 120 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p> <p>From the centre point of the Cambridge Services Roundabout north-westwards for a distance of 130 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>High Street</p> <p>From the centre point of the Cambridge Services Roundabout for a distance of 97 metres (plus the circumference of the Cambridge Services Roundabout) in a south westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 15.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	Access into Cambridge Services	<p>Removal of restricted road status</p> <p>60 miles per hour</p>

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	From the centre point of the Cambridge Services Roundabout south-eastwards for a distance of 53 metres.	
	For extent of lighting design, refer to general arrangement drawings, sheet 15.	
	A14 Trunk Road Westbound Diverge Slip onto the Cambridge Services Roundabout	Removal of restricted road status
	From its junction with Cambridge Services Roundabout for a distance of 177 metres in a north-easterly then south-easterly direction.	70 miles per hour
	For extent of lighting design, refer to general arrangement drawings, sheets 15 and 16.	
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 19</i>		
Swavesey, Lolworth	Robin's Lane	30 miles per hour
	Along its length from a point 208 metres from the junction with the Local Access Road in a generally south-westwards direction for a distance of 586 metres.	
Swavesey	Link Road from Robin's Lane to the White House and Hill Farm Cottages	30 miles per hour
	From where the Link Road off Robin's Lane joins the Access Track leading to Hill Farm Cottages for a distance of 154 metres in a south-easterly then a southerly direction.	
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 20</i>		
Longstanton	New Local Access Road A1307	40 miles per hour
	From a point 256 metres north-westwards from the centreline of the junction of the A1307 and the B1050 Link Road connecting the A1307 to the B1050 south-eastwards to point 420 metres from the centreline of the junction of the A1307 and the B1050 Link Road connecting the A1307 to the B1050, for a total distance of 676 metres.	
	B1050 Hattons Road	40 miles per hour

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	From where it joins the northern side of the Bar Hill Junction Circulatory Carriageway for a distance of 540 metres in a north-easterly direction.	
	B1050 Link Road between B1050 Hattons Road and the Local Access Road (A1307 formerly the A14 (T)) From its junction with B1050 Hattons Road for a distance of 170 metres in a south-easterly then south-westerly direction to where it joins the Local Access Road (A1307 formerly the A14 (T)).	40 miles per hour
	A14 Trunk Road Eastbound Diverge Slip onto Bar Hill Junction From its junction with Bar Hill for a distance of 155 metres in a north-westerly direction. For extent of lighting design, refer to general arrangement drawings, sheet 17.	Removal of restricted road status 70 miles per hour
	A14 Trunk Road Eastbound merge slip from Bar Hill Junction onto A14 Trunk Road From its junction with Bar Hill for a distance of 155 metres in a south-easterly direction. For extent of lighting design, refer to general arrangement drawings, sheet 17.	Removal of restricted road status 70 miles per hour
Longstanton, Bar Hill	B1050 Bar Hill Junction Circulatory Carriageway Along the entire circulatory carriageway of the Bar Hill Junction.	40 miles per hour restricted road status
	A14 Trunk Road Westbound Merge Slip from Bar Hill Junction onto the A14 Trunk Road From its junction with Bar Hill for a distance of 157 metres in a north-westerly direction. For extent of lighting design, refer to general arrangement drawings, sheet 17.	Removal of restricted road status 70 miles per hour

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	<p>A14 Trunk Road Westbound Diverge Slip onto Bar Hill Junction</p> <p>From its junction with Bar Hill for a distance of 159 metres in a south-easterly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 17.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
Bar Hill	<p>B1050 Link Road between Bar Hill Junction and Saxon way Roundabout</p> <p>From the centre point of Saxon Way Roundabout for a distance of 176 metres in a north-westerly direction (plus the circumference of the Saxon Way Roundabout)</p>	40 miles per hour
	<p>Saxon Way</p> <p>From the centre point of Saxon Way Roundabout for a distance of 81 metres in a westerly direction.</p>	40 miles per hour
	<p>Crafts Way</p> <p>From the centre point of Saxon Way Roundabout for a distance of 49 metres in a south-easterly direction.</p>	40 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 21</i>		
Oakington and Westwick	<p>Dry Drayton Road</p> <p>From the centre point of the Dry Drayton Roundabout where Dry Drayton Road meets the new Local Access Road (A1307 formerly the A14 (T)) and Oakington Road., for a distance of 38 metres in a north easterly direction (plus the circumference of the Dry Drayton Roundabout).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>New Local Access Road (A1307 formerly the A14 (T))</p>	Removal of restricted road status

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	<p>From the centre point of the Dry Drayton Roundabout where the new Local Access Road meets Dry Drayton Road and Oakington Road, for a distance of 91 metres in a north-westerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 18.</p>	60 miles per hour
	<p>Oakington Road</p> <p>From the centre point of the Dry Drayton Roundabout where Oakington Road meets the new Local Access Road and Dry Drayton Road, for a distance of 91 metres in southerly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
Dry Drayton	<p>Oakington Road</p> <p>From the centre point of the Oakington Road Roundabout where Oakington Road meets the new Local Access Road (A1307 formerly the A14 (T)), for a distance of 82 metres in a north-easterly direction and 90 metres in a south-westerly direction, for a total distance of 172 metres (plus the circumference of the Oakington Road Roundabout).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>New Local Access Road (A1307 formerly the A14 (T))</p> <p>From the centre point of the Oakington Road Roundabout where Oakington Road meets the new Local Access Road, for a distance of 90 metres in south-easterly direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 18.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>Crematorium Access Road</p> <p>From its junction with the new Local Access Road (A1307 formerly the A14</p>	30 miles per hour

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	(T)), for a distance of 456 metres in a generally north-easterly direction.	
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheets 21 and 22</i>		
Girton	<p>A14 Trunk Road</p> <p>From a point 13 metres north west of where the A14 Trunk Road joins the M11 north-westwards for a distance of 749 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 20.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans- sheets 22 and 23</i>		
Girton	<p>New Local Access Road</p> <p>From the centre point with Girton Roundabout West north-westwards for a distance of 90 metres (plus the circumference of Girton Roundabout West).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 20.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>A14 Trunk Road Westbound Merge Slip from Girton Roundabout West</p> <p>From the centre point of the Girton Roundabout West in a generally north-westerly direction, for a distance of 608 metres.</p> <p>For extent of lighting design, refer to General Arrangement Drawing sheet 20.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>A14 Trunk Road Diverge Slip Road leading to Girton Roundabout East</p> <p>From the centre point of the Girton Roundabout East, north-westwards for a distance of 833 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 20.</p>	70 miles per hour
	<p>A14 Trunk Road Westbound Link</p> <p>Along its length from a point 66 metres south of where the A14 Trunk Road</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>

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	<p>Westbound Link crosses the centreline of the A1307 Huntingdon Road, to where the A14 Trunk Road Westbound Link merges with the Improved A14 Trunk Road, for a total distance of 904 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 20 and 21.</p>	
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheets 22, 23 and 24</i>		
Girton	<p>A14 Trunk Road Eastbound Link</p> <p>From its nosing with the A14 Trunk Road Mainline Carriageway to where the A14 Trunk Road Eastbound Link merges with the A14 Eastbound Mainline at Girton Interchange.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 20 and 21.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 23</i>		
Girton, Madingley	<p>A14 Trunk Road Westbound Link</p> <p>Along its length from a point 71 metres south west of where the centre point of the M11 Overbridge crosses the A14 Trunk Road Westbound Link for a distance of 958 metres in a south-westerly then north-easterly direction.</p>	50 miles per hour
Madingley	<p>A14 Trunk Road Eastbound Loop</p> <p>From a point 469 metres north west of the nosing point of the northbound diverge slip of the M11, along the length of the A14 Trunk Road Eastbound Loop to where it merges with the A14 Trunk Road Eastbound Mainline carriageway, at a point 33 metres east of the M11 Overbridge.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 21.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
	<p>A428 Trunk Road</p> <p>Along the westbound carriageway from the centre point of the M11 Overbridge for</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>

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	<p>a distance of 171 metres in a westbound direction.</p> <p>For extent of lighting design, refer to Mainline 21.</p> <p>Along the eastbound carriageway from the centre point of the M11 Overbridge for a distance of 691 metres in a westbound direction.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 21.</p>	
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 23 and 24</i>		
Girton	<p>A1037 Huntingdon Road</p> <p>From the centre point of Girton Roundabout West south-eastwards for a distance of 1312 metres (plus the circumference of Girton Roundabout East).</p> <p>For extent of lighting design, refer to general arrangement drawings, sheet 21.</p>	<p>Removal of restricted road status</p> <p>60 miles per hour</p>
	<p>A14 Trunk Road</p> <p>Along the eastbound and westbound carriageway of the A14 Trunk Road from the centre point of the M11 Overbridge in an eastbound direction for a distance of 1520 metres.</p> <p>For extent of lighting design, refer to general arrangement drawings, sheets 21 and 22.</p>	<p>Removal of restricted road status</p> <p>70 miles per hour</p>
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 24</i>		
Girton	<p>West Cambridge Development Access</p> <p>From the centre point of the new access of the West Cambridge Development Site in a south-easterly direction for a distance of 117 metres and then north-westwards from the centre point of the new access of the West Cambridge Development Site for a distance of 100 metres, for a total distance of 217 metres.</p>	40 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans- sheet 25</i>		

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<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Speed Limit</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
Impington	B1049 Cambridge Road North	40 miles per hour
	From where it joins the northern part of the Histon Junction Circulatory Carriageway for distance of 111 metres in a north-westerly direction.	
	A14 Trunk Road Eastbound Diverge Slip onto the Histon Junction	Removal of restricted road status
	From its junction with the northern part of the Histon Junction Circulatory Carriageway for a distance of 159 metres in a westerly direction.	70 miles per hour
	For extent of lighting design, refer to general arrangement drawings, sheet 23.	
	A14 Trunk Road Westbound Merge Slip from Histon junction onto the A14 Trunk Road	Removal of restricted road status
	From its junction with the southern part of the Histon Junction Circulatory Carriageway for a distance of 164 metres in a westerly direction.	70 miles per hour
	For extent of lighting design, refer to general arrangement drawings, sheet 23.	
	A14 Trunk Road Westbound Diverge Slip onto Histon Junction	Removal of restricted road status
	From a point 34 metres north-east of its junction with the southern part of the Histon Junction Circulatory Carriageway for a distance of 161 metres in a north easterly direction.	70 miles per hour
	For extent of lighting design, refer to general arrangement drawings, sheet 23.	
	A14 Trunk Road Eastbound Merge Slip from Histon Junction onto the A14 Trunk Road	Removal of restricted road status
	From a point 9 metres north-west of its junction with the northern part of the Histon Junction Circulatory Carriageway for a distance of 160 metres in a north westerly direction.	70 miles per hour

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<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Speed Limit</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
	For extent of lighting design, refer to general arrangement drawings, sheet 23.	
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 27</i>		
Milton	<p>A14 Trunk Road diverge slip road to the A10 at Milton Junction</p> <p>From the point of the nosing of the left filter lane on the A14 diverge slip road at Milton Junction for a distance of 208 metres in a northerly direction along the A10.</p>	50 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 28</i>		
Huntingdon	<p>A1307 (formerly A14(T))</p> <p>From a point 96 metres north-westwards from the centre of the new roundabout junction located 475 metres north-east of the Hinchingsbrooke Park Road / Views Common Link Signalised Junction for a distance of 401 metres in a north-westerly direction.</p>	40 miles per hour
	<p>A1307 (Views Common Link)</p> <p>(unlit section)</p> <p>From a point 61 metres south-westwards from the centre of the new roundabout junction located 475 metres north east of Hinchingsbrooke Park Road /Views Common Link Road Signalised Junction for a distance of 365 metres in a south easterly direction.</p>	30 miles per hour
<i>The traffic regulation measures (speed limits and prohibitions) plans - sheet 29</i>		
Huntingdon, Godmanchester	<p>A1307 (formerly A14(T))</p> <p>From a point 107 metres east of the centre point of the New Link Road Signalised Junction for a distance of 577 metres in an easterly direction.</p>	40 miles per hour

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PART 2

TRAFFIC REGULATION MEASURES (CLEARWAYS AND PROHIBITIONS)

In this Part of this Schedule, “authorised vehicle” has the same meaning as that given in article 12(12).

<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Measures</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
<i>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</i>		
Ellington, Brampton, Buckden, Offord Cluny and Offord D’Arcy, Godmanchester, Hemingford Abbots, Hemingford Grey, Fenstanton, Conington, Swavesey, Boxworth, Lolworth, Bar Hill, Longstanton, Oakington and Westwick, Dry Drayton, Girton.	A14 Trunk Road From a point 700 metres west of the centreline of the New Ellington Overbridge (shown on sheet 3) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways including the A14 Trunk Road Northbound Link onto the A1, to the centre point of the Girton Road Overbridge (shown on sheet 24).	Clearway (to include verges, hard shoulders, slip roads and laybys)
<i>The traffic regulation measures (clearways and weight limits) plans – sheet 4</i>		
Brampton	A14 Trunk Road New Ellington Junction to Brampton Hut Junction From the centre point of the Southern New Ellington Roundabout for a distance of 145 metres in a north-westerly direction to the centre point of the Northern New Ellington Roundabout plus the entire circumference of both the Northern New Ellington Roundabout and the Southern New Ellington Roundabout) then along the A14 Trunk Road towards Brampton Hut Interchange from the centre point of the Northern New Ellington Roundabout for a distance of 547 metres in a north easterly then an easterly direction.	Clearway (to include verges, hard shoulders, slip roads and laybys)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 4</i>		
Brampton	A14 Trunk Road / New Ellington Junction Emergency / Maintenance Access A14 Eastbound Merge Slip Road from where it leaves the northern New Ellington Junction Roundabout to where it joins the new A14 Trunk Road eastbound mainline carriageway.	Prohibition of entry (except an authorised vehicle)

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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Measures</i> <i>(3)</i>
Brampton	<p>A14 Trunk Road / New Ellington Junction Emergency / Maintenance Access</p> <p>A14 Westbound Diverge Slip Road from where it leaves the new A14 Trunk Road westbound mainline carriageway to where the A14 Westbound Diverge Slip Road joins the southern New Ellington Junction Roundabout.</p>	Prohibition of entry (except an authorised vehicle)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23</i>		
Brampton, Buckden, Offord Cluny and Offord D'Arcy, Godmanchester, Hemingford Abbots, Hemingford Grey, Fenstanton, Conington, Swavesey, Boxworth, Lolworth, Bar Hill, Longstanton, Oakington and Westwick, Dry Drayton, Girton	<p>A14 Trunk Road</p> <p>From a point 281 metres west of the centreline of the New Ellington Overbridge (shown on sheet 4) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways to the point where the A14 Trunk Road meets the M11 at the Girton Interchange (shown on sheet 23).</p>	Prohibition of pedestrians
	<p>A14 Trunk Road</p> <p>From a point 281 metres west of the centreline of the New Ellington Overbridge (shown on sheet 4) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways to the point where the A14 Trunk Road joins with the M11 at the Girton Interchange (shown on sheet 23).</p>	Prohibition of cyclists
	<p>A14 Trunk Road</p> <p>From a point 281 metres west of the centreline of the New Ellington Overbridge (shown on sheet 4) along the existing and new A14 Trunk Road on both the eastbound and westbound carriageways to the point where the A14 Trunk Road joins with the M11 at the Girton Interchange (shown on sheet 23).</p>	Prohibition of ridden or accompanied horses
	<p>A14 Trunk Road</p> <p>From a point 281 metres west of the centreline of the New Ellington Overbridge (shown on sheet 4) along the existing and new A14 Trunk Road</p>	Prohibition of horse drawn vehicles

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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Measures</i> <i>(3)</i>
	on both the eastbound and westbound carriageways to the point where the A14 Trunk Road joins with the M11 at the Girton Interchange (shown on sheet 23).	
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 6 and 7</i>		
Brampton, Buckden	Brampton Interchange – Emergency / Maintenance Access Eastbound Merge Slip onto the A1 Trunk Road Southbound Link from B1514 Buckden Road The length of the Brampton Interchange Emergency/Maintenance Access Eastbound Merge Slip Road from its junction with the Realigned B1514 Buckden Road to where it joins the A1 Trunk Road Southbound Link onto the A14(T), which then merges with the new A14 Trunk Road eastbound carriageway.	Prohibition of entry (except an authorised vehicle)
	Brampton Interchange – Emergency / Maintenance Access Westbound Diverge Slip off the A14 Trunk Road Westbound Carriageway Leading to Brampton Road The length of the Brampton Interchange Emergency/Maintenance Access Westbound Diverge Slip Road from where it leaves the new A14 Trunk Road to its junction with Brampton Road.	Prohibition of entry (except an authorised vehicle)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 8</i>		
Buckden	Emergency / Maintenance Access onto the Westbound Carriageway of the New A14 Trunk Road Emergency/Maintenance Access located 1115 metres west of the centre point of where the New A14 Trunk Road Westbound carriageway crosses the East Coast Main Line Railway (along its length in an easterly direction to where it joins the proposed access track for Lodge Farm).	Prohibition of entry (except an authorised vehicle)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 11</i>		
Godmanchester, Hemingford Abbots	A14 Trunk Road / A1198 Ermine Street Junction Emergency / Maintenance Access	Prohibition of entry (except an authorised vehicle)

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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Measures</i> <i>(3)</i>
	A14 Eastbound Merge Slip Road from the Northern Ermine Street Roundabout to where the A14 Eastbound Merge Slip Road joins the new A14 Trunk Road eastbound mainline carriageway.	
	A14 Trunk Road / A1198 Ermine Street Junction Emergency / Maintenance Access A14 Westbound Diverge Slip Road from where it leaves the new A14 Trunk Road westbound mainline carriageway to where the A14 Westbound Diverge Slip Road joins the Southern Ermine Street Roundabout.	Prohibition of entry (except an authorised vehicle)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 14 and 15</i>		
Fenstanton	A14 Trunk Road / Conington Road / Emergency / Maintenance Eastbound Access A14 Eastbound Merge/Diverge Slip Road from the new A14 Trunk Road eastbound carriageway, north-westwards to where it joins the Realigned Conington Road.	Prohibition of entry (except an authorised vehicle)
	A14 Trunk Road / Conington Road / Emergency / Maintenance Westbound Access A14 Westbound Merge/Diverge Slip Road from the new A14 Trunk Road westbound carriageway south-eastwards to where it joins the Realigned Conington Road.	Prohibition of entry (except an authorised vehicle)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 22 and 23</i>		
Girton, Madingley	Girton Roundabout West From where the A14 Westbound Merge Slip starts at the new Girton Roundabout West generally north-westwards to the point where it merges with the A14 Trunk Road Westbound Link.	Prohibition of pedestrians
	Girton Roundabout West From where the A14 Westbound Merge Slip starts at the new Girton Roundabout West generally north-westwards to the	Prohibition of cyclists

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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Measures</i> <i>(3)</i>
	point where it merges with the A14 Trunk Road Westbound Link.	
	Girton Roundabout West From where the A14 Westbound Merge Slip starts at the new Girton Roundabout West generally north-westwards to the point where it merges with the A14 Trunk Road Westbound Link.	Prohibition of ridden or accompanied horses
	Girton Roundabout West From where the A14 Westbound Merge Slip starts at the new Girton Roundabout West generally north-westwards to the point where it merges with the A14 Trunk Road Westbound Link.	Prohibition of horse drawn vehicles
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 21, 22 and 23</i>		
Girton, Madingley	A14 Trunk Road Westbound Link From a point 65 metres east of the centre of the M11 Overbridge along the length of the new A14 Trunk Road Westbound Link to its merge point with the A14 Trunk Road westbound mainline carriageway.	Prohibition of pedestrians
	A14 Trunk Road Westbound Link From a point 65 metres east of the centre of the M11 Overbridge along the length of the new A14 Trunk Road Westbound Link to its merge point with the A14 Trunk Road westbound mainline carriageway.	Prohibition of cyclists
	A14 Trunk Road Westbound Link From a point 65 metres east of the centre of the M11 Overbridge along the length of the new A14 Trunk Road Westbound Link to its merge point with the A14 Trunk Road westbound mainline carriageway.	Prohibition of ridden or accompanied horses
	A14 Trunk Road Westbound Link From a point 65 metres east of the centre of the M11 Overbridge along the length of the new A14 Trunk Road Westbound Link to its merge point with the A14 Trunk Road westbound mainline carriageway.	Prohibition of horse drawn vehicles

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<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Measures</i> (3)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 23</i>		
Girton	A14 Trunk Road Diverge Slip Road leading to Girton Roundabout East At the point where the A14 Trunk Road Diverge Slip Road meets the new Girton Roundabout East.	Prohibition of entry
	A428 Trunk Road Emergency / Maintenance Access Link From the A428 Westbound Diverge Slip off the A428 Trunk Road mainline carriageway, then looping back on itself to where it joins the M11 northbound carriageway.	Prohibition of entry (except an authorised vehicle)
<i>The traffic regulation measures (clearways and weight limits) plans – sheet 23</i>		
Girton, Madingley	A14 Trunk Road Eastbound Loop From the point where the A14 Trunk Road Eastbound Loop diverges from the M11, along the entire length of the Eastbound Loop to where it merges with the Mainline A14 Trunk Road Eastbound carriageway, at a point 33 metres east of the M11 Overbridge.	Clearway (to include verges, hard shoulders, slip roads and laybys)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 28</i>		
Huntingdon	A1307 (formerly the A14(T)) Along both sides of the carriageway of the A1307 from the centre point of the roundabout junction located 475 metres north east of Hinchingsbrooke Park Road Signalised Junction along the A1307 north-westwards for a distance of 500 metres.	Prohibition of parking
	Hinchingsbrooke Park Road / A1307 Signalised Junction Hinchingsbrooke Park Road southern approach to the A1307 Signalised Junction (no right turns are permitted).	Prohibition of entry (no right turn)
	Hinchingsbrooke Park Road / A1307 Signalised Junction	Prohibition of entry (no right turn)

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<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Measures</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
	Hinchingbrooke Park Road north westerly approach to the A1307 signalised junction (no right turns are permitted).	
	Hinchingbrooke Park Road/B1514 Brampton Road signals Hinchingbrooke Park Road south eastbound approach to its junction with the B1514 Brampton Road (no right turns are permitted).	Prohibition of entry (no right turn)
	A1307 and Roundabout Along the new section of the A1307, from its junction with Hinchingbrooke Park Road, in a generally north-westerly direction along its entire length, plus around the circumference of the roundabout that connects onto the dual carriageway section of the A1307 (formerly the A14(T)).	Prohibition of parking
	Hinchingbrooke Park Road Along its entire length to include the realigned approaches to both the new A1307 link and the B1514 Brampton Road.	Prohibition of parking
	B1514 Brampton Road From its north-easterly junction with Hinchingbrooke Park Road, from a point 24 metres southwest of the centreline for a distance of 105 metres in a north-easterly direction along both sides of the carriageway.	Prohibition of parking
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 29</i>		
Huntingdon	Mill Common Along the west side of Mill Common from its junction with Castle Moat Road in a southerly direction for a distance of 168 metres. Along the east side of Mill Common from its junction with Castle Moat Road in a southerly direction for a distance of 86 metres.	Prohibition of waiting (at all times)

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<i>Parish(es)</i>	<i>Road name, number and length</i>	<i>Measures</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
	Along the east side of Mill Common from a point 64 metres south of its junction with Castle Hill in a southerly direction for a distance of 34 metres.	
	Mill Common Along the east side of Mill Common from a point 10 metres south of its junction with Castle Hill in a southerly direction for a distance of 54 metres.	Prohibition of waiting (waiting for more than three hours prohibited and no return within three hours between the hours of 8 a.m. and 6 p.m. on any day other than Sunday)
	A1307 (formerly the A14(T)) / B1514 Brampton Road / Edison Bell Way Signalised Junction At the A1307 approach to the B1514 Brampton Road / Edison Bell Way Signalised Junction (no right turns permitted except by buses).	Prohibition of entry (no right turn except by buses)
	B1514 Brampton Road From a point 40 metres east of Burrows Drive in an easterly direction along the northern edge of the B1514 Brampton Road for a distance of 149 metres. From a point 81 metres east of Burrows Drive in an easterly direction along the southern edge of the B1514 Brampton Road for a distance of 107 metres.	Prohibition of parking
	New Link Road From its junction with Castle Moat Road southwards along its entire length to the point where it meets the A1307 (formerly A14(T)).	Prohibition of parking
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 29</i>		
Huntingdon	A1307 (formerly the A14(T)) From its junction with the B1514 Brampton Road / Edison Bell Way Signalised Junction for a distance of 1312 metres in a south easterly direction (including the signalised junction with New Link Road).	Prohibition of parking

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<i>(1)</i>	<i>(2)</i>	<i>(3)</i>
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 28, 29, 30 and 36</i>		
Girton, Dry Drayton, Oakington and Westwick, Longstanton, Lolworth, Swavesey, Conington, Fen Drayton, Fenstanton, Hemingford Grey, Hemingford Abbots, Godmanchester	A1307 (formerly the A14(T)) From a point 595 metres north west of the centre point of Girton Road to a point 680 metres south east of the New Link Road Signalised Junction in Huntingdon (including all roundabouts along the length of the A1307 (formerly the A14(T)) for a distance of 21.84 kilometres.	Clearway (to include verges, hard shoulders, slip roads and laybys)
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 28 and 36</i>		
Huntingdon, The Stukeleys, Alconbury	A1307 (formerly the A14(T)) From a point 500 metres north west of the centre point of the A1307 Roundabout junction located 475 metres north east of Hinchingsbrooke Park Road Signalised Junction to a point 420 metres south east of the B1043 overbridge at Alconbury, for a distance of 4.73 kilometres.	Clearway (to include verges, hard shoulders, slip roads and laybys)

PART 3

ROADS TO BE DE-TRUNKED

In the administrative areas of Huntingdon District Council and South Cambridgeshire District Council

1. A length of 18.9 kilometres of the A14 Trunk Road from point A on sheet 1 of the De-Trunking Plans, being the point at which the A14 meets the B1043 at a roundabout junction situated to the east of Alconbury, in a south-easterly direction to point B on sheet 15 of the De-Trunking Plans, being a point on the A14 Trunk Road 130 metres south-east of the access to Friesland Farm.

2. A length of 3.1 kilometres of the A14 Trunk Road from point C on sheet 4 of the De-Trunking Plans, being a point on the A14 Trunk Road 200 metres south-west of the roundabout known as the Spittals Interchange situated west of Huntingdon, passing under the existing B1514 overbridge and then continuing in a north-westerly direction to point D on sheet 13 of the De-Trunking Plans, being the point where the A14 Trunk Road meets the A1 Trunk Road at the existing Brampton Hut Junction situated to the north-west of Brampton.

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PART 4

REVOCATIONS AND VARIATIONS OF EXISTING TRAFFIC REGULATION ORDERS

<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Title of Order</i> <i>(3)</i>	<i>Revocations or Variations</i> <i>(4)</i>
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 1 and 2</i>			
Alconbury	A1 Trunk Road Laybys situated on the southbound carriageway of the trunk road between points 50 metres north and 830 metres south of its junction with the C107 Woolley Road and on the northbound carriageway of the trunk road between points 200 metres north and 460 metres north of its junction with the C107 [Woolley Road].	The A1 Trunk Road (Woolley, Cambridgeshire) (Prohibition of Entry) Order 2001 (SI 2001/90)	Order to be revoked Identified on sheets 1 and 2 by the blue square symbols numbered 1 and 3 respectively.
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 2</i>			
Alconbury	A1 Trunk Road Opposite the junction with the C107 Woolley Road	The A1 Trunk Road (C107 Woolley Road, Cambridgeshire) (Closure of Gap in the Central Reservation) Order 2000 (SI 2000/3082)	Order to be revoked Identified on sheet 2 by the blue square symbol numbered 2
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 1, 2, 4, 5, 6 and 7</i>			
Alconbury, Stukeleys, Brampton	The A1 Trunk Road In the county of Huntingdon and Peterborough, in the County of Rutland, in the County of Lincoln, parts of Kesteven, and in the County of Nottingham.	The London -Edinburgh - Thurso Trunk Road (Prohibition of Waiting) (Clearways) Order 1971 (SI 1971/894)	Order to be varied (to apply clearways to all verges, hard shoulders, slip roads and laybys on the northbound and southbound carriageways, in addition to the existing clearways on the mainline A1 Trunk Road)

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<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Title of Order</i> (3)	<i>Revocations or Variations</i> (4)
	From a point 150 yards north of Rail Bridge at Little Paxton in the County of Huntingdon in a northerly direction to its junction with the Liverpool -Warrington - Stockport - Sheffield - Lincoln – Skegness Trunk Road (A57) at Markham Moor in the County of Nottingham a distance of 82.73 miles.		From the point where the A1 Trunk Road crosses the B1514 Buckden Road for a distance of 6265 metres along the existing and new A1 Trunk Road on both the Northbound and Southbound carriageway including the A1 Trunk Road Southbound Link onto the A14, to where it meets the B1042 Alconbury Overbridge.
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 4</i>			
Brampton	A1 and A14 Trunk Road (Brampton Hut Interchange) The A14 Trunk Road eastbound and westbound approaches to the Brampton Hut Interchange, the southbound and northbound entry / exit slips from the A1.	The A1 and A14 Trunk Roads (Brampton Hut Interchange, Cambridgeshire) (40 miles per hour speed limit) Order 2006 (SI 2006/2881)	Order to be varied (varying the length of the A14 Trunk Road eastbound carriageway to which the Order applies to accord with the scheme lighting design as shown on sheet 3 of the general arrangement drawings (document reference 2.2). Speed limit to be 40mph. The A14 Trunk Road eastbound carriageway from a point 138 metres west of its junction with Brampton Hut Interchange.
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 14, 15, and 36</i>			
Alconbury Weston, Alconbury, The Stukeleys, Huntingdon, Godmanchester, Hemingford Abbots	A14 Trunk Road (formerly A604) from the Huntingdon and Peterborough County Boundary near Fenstanton to Cow Lane, Godmanchester, a distance of 4.75 miles.	The County of Huntingdon and Peterborough (Fenstanton-Godmanchester Road A604) (Prohibition of Waiting) (Clearway) Order 1967	Order to be revoked

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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Title of Order</i> <i>(3)</i>	<i>Revocations or Variations</i> <i>(4)</i>
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24</i>			
Fen Drayton, Conington, Swavesey, Boxworth, Lolworth, Bar Hill, Longstanton, Oakington and Westwick, Dry Drayton, Girton, Madingley	A14 Trunk Road (formerly A604) from a point 650 yards north-west of its junction with Girton Road to the Huntingdon and Peterborough County boundary near Fenstanton, a length of 7.4 miles.	The County of Cambridgeshire and Isle of Ely (Cambridge – Fenstanton Road A604) (Prohibition of Waiting) Clearway Order 1967	Order to be revoked
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 17</i>			
Boxworth	Laybys adjacent to the eastbound and westbound carriageways of the trunk road at various locations listed in the Order indicated in Column 3	The A14 Trunk Road (Bythorn, Junction 15 – Swavesey / Boxworth, Junction 28) (Prohibition of Entry) Order 2008 (SI 2008/1010)	Order to be partially revoked Layby adjacent to the westbound carriageway of the A14 Trunk Road situated between points 40 metres and 220 metres southeast of the centre point of its junction with the access track leading to Friesland Farm Identified on sheet 17 by the blue square symbol numbered 4
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheets 17 and 18</i>			
Swavesey, Boxworth	Boxworth and Swavesey (A14 westbound slip off, A14 Westbound slip on, High Street and Boxworth End)	Cambridgeshire County Council (Removal of Restricted Roads Status) (No 1) Order 2001	Order to be revoked Identified on sheets 17 and 18 by the blue square symbols numbered 5 (sheet 17), 6, 7, 8, 9 and 10 (sheet 18)
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 19</i>			
Lolworth	A14 Trunk Road (formerly A604) gap in the central reservation 1300 metres west of its	The A604 Trunk Road (Lolworth Turn, Lolworth) (Prohibition of use of gap in central reservation) Order 1991 (SI 1991/2760)	Order to be revoked Identified on sheet 19 by the blue square symbol numbered 12

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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Title of Order</i> <i>(3)</i>	<i>Revocations or Variations</i> <i>(4)</i>
	junction with the B1050 at Bar Hill		
	A14 Junction with Robin's Lane Splitter island between the entry and exit slips to Robins Lane	The A14 Trunk Road (Huntingdon Road/Robins Lane Junction, Lolworth, Cambridgeshire) (Prohibition of Traffic) Order 2008 (SI 2008/2880)	Order to be revoked Identified on sheet 19 by the blue square symbol numbered 11
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 20</i>			
Bar Hill	A14 Trunk Road (formerly A604) At the junction with the private access serving Lolworth Petrol Station	The Trunk Road (A604) (Temporary Restriction of Traffic) Order 1978 (SI 1978/555)	Order to be revoked Identified on sheet 20 by the blue square symbol numbered 13
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 21</i>			
Oakington and Westwick	A14 Trunk Road Layby situated on the eastbound carriageway of the trunk road between points 330 metres east and 610 metres east of the Oakington /Dry Drayton Road Bridge.	The A14 Trunk Road (Oakington/Dry Drayton Interchange, Cambridgeshire) (Prohibition of Entry) Order 2002 (SI 2002/2472)	Order to be revoked Identified on sheets 21 by the blue square symbol numbered 14
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 23 and 24</i>			
Girton	Huntingdon Road Orders along the northeast side from a point 112 metres northwest of its junction with Girton Road in a north westerly direction to its junction with the eastern side of the slip road to the eastbound carriageway of the Trunk Road A14	Cambridgeshire County Council (Huntingdon Road, Girton) (Bus/Cycle Lane, Prohibition of Waiting and Loading) Order 1998	Order to be revoked Identified on sheets 23 and 24 by the blue square symbols numbered 15, 16, 17, (sheet 23) 18 and 19 (sheet 24)

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<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Title of Order</i> (3)	<i>Revocations or Variations</i> (4)
	Cambridge Northern Bypass. Orders along southwest side from its junction with Girton Road in a north westerly direction for a distance of 720 metres		
<i>The traffic regulation measures (clearways and weight limits) plans – sheet 23</i>			
Madingley	A428 Trunk Road From the mid point of the M11 overbridge at Girton interchange and its junction with the slip road to the A1	The A10, A11 and A428 Trunk Roads (Cambridgeshire) (24 Hours Clearway) Order 2001 (SI 2001/1563)	Order to be varied (Clearways to include verges, hard shoulders, slip roads and laybys on the eastbound and westbound carriageways in addition to mainline carriageways) From the point of the M11 overbridge at Girton interchange for a distance of 866 metres in a south easterly direction.
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 24, 25, 26, 27</i>			
Girton, Impington	A14 Trunk Road From the centre point of Girton Road overbridge, Cambridgeshire to its roundabout junction with the A154 Felixstowe Dock Gate No. 1, Suffolk (Junction 62)	The A14 Trunk Road (Girton Interchange, Cambridgeshire – Felixstowe, Suffolk) (24 Hours Clearway) Order 2006 (SI 2006/268)	Order to be varied (Clearways to include verges, hard shoulders, slip roads and laybys on the eastbound and westbound carriageways in addition to the mainline carriageway) From the centre point of Girton Road overbridge for distance of 4542 metres in an easterly direction to Milton Junction.
<i>The traffic regulation measures (clearways and weight limits) plans – sheets 28, 29, 30, 36</i>			
Alconbury, Stukeleys, The	A14 Trunk Road	The Trunk Road (Huntingdon-Godmanchester Bypass)	Order to be revoked

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<i>Parish(es)</i> (1)	<i>Road name, number and length</i> (2)	<i>Title of Order</i> (3)	<i>Revocations or Variations</i> (4)
Huntingdon, Godmanchester,	From its junction with Cow Lane and proceeding in a generally north-westerly direction to its junction with the London-Edinburgh-Thurso Trunk Road (A1), a distance of 9.92 kilometres. From its junction with Cow Lane and proceeding in a generally easterly direction for a distance of 1.05 kilometres	(Prohibition of Waiting) (Clearways) Order 1977 (SI 1977/1539)	
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 28</i>			
Huntingdon	Hinchingbrooke Park Road Along its entire length.	The County of Cambridgeshire (Hinchingbrooke Park Road, Huntingdon) (Prohibition of Waiting) Order 1992	Order to be revoked.
	Hinchingbrooke Park Road Hinchingbrooke Park Road access slip from Brampton Road (B1514), at its junction with Hinchingbrooke Park Road eastbound Un-named link between Hinchingbrooke Park Road and Brampton Road (B1514), the whole length between Hinchingbrooke Park Road and Brampton Road (B1514)	Cambridgeshire County Council (Various Streets between Hinchingbrooke Park Road and Brampton Road, Huntingdon) (Prohibition of Right/Left Turn, Driving, Waiting & Entry) Order 2013	Order to be revoked Identified on sheet 28 by the blue square symbols numbered 20 and 21.

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<i>Parish(es)</i> <i>(1)</i>	<i>Road name, number and length</i> <i>(2)</i>	<i>Title of Order</i> <i>(3)</i>	<i>Revocations or Variations</i> <i>(4)</i>
<i>The traffic regulation measures (speed limits and prohibitions) plans – sheet 29</i>			
Huntingdon	Mill Common	The County of Cambridgeshire (Various Streets, Huntingdon) (Prohibition and Restriction of Waiting) Order 1987	Order to be partially revoked (in respect of provisions relating to Mill Common)
	Prince Street	The County of Cambridgeshire (Prince Street, Huntingdon) (Box Junction) Order 1987	Order to be revoked Identified on sheet 29 by the blue square symbol numbered 22
<i>The de-trunking plans – sheets 6, 7, 8, 9, 10, 11, 12 and 15</i>			
Godmanchester, Hemingford Abbots, Fenstanton, Conington, Drayton	A14 Trunk Road (formerly A604) From a point 990 metres south east of Cow Lane, Godmanchester to a point 54 metres south east of the Friesland Farm Access.	The A604 Barton - Seagrave - Harwich Road (Girton To Godmanchester Section) Trunking and the A14 Royston –Alconbury Trunk Road. Order 1974/1782	Order to be varied Sections of the A14 Trunk Road to be de-trunked as shown on sheets 4, 13 and 14 of the de-trunking plans.
<i>The de-trunking plans – sheets 4, 13 and 14</i>			
Huntingdon, The Stukeleys, Brampton	A14 Trunk Road (formerly A604) From a point 95 metres north east of the centre line of the A14 Trunk Road / A141 Junction to a point 100 metres east of the centreline of the A1 Trunk Road at the Brampton Hut Junction.	The A604 Catthorpe-Harwich Trunk Road (Thrapston to Brampton Section and Slip Roads) Order (No.2) 1987/840	Order to be varied Sections of the A14 Trunk Road to be de-trunked as shown on sheets 4, 13 and 14 of the de-trunking plans.

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PART 5

WEIGHT LIMIT VARIATIONS

<i>Parish(es)</i> <i>(1)</i>	<i>Existing Zone</i> <i>(2)</i>	<i>Title of Existing Order</i> <i>(3)</i>	<i>Variation</i> <i>(4)</i>
<i>The traffic regulation measures (clearways and weight limits) plans– sheets 4, 5, 6, 7 and 31</i>			
Brampton	Zone shown edged with a dotted black line and hatched, as indicated in the plan attached to the Order named in column 3 of this table	The County of Cambridgeshire (Brampton Zone) (Prohibition of Heavy Commercial Vehicles) Order 1991	An area to be removed from existing weight limit zone (as referred to in column 2 of this table), being an area of 272,822 square metres shown edged green and shaded green on the above-mentioned sheets.
<i>The traffic regulation measures (clearways and weight limits) plans– sheets 4, 5 and 6</i>			
Brampton	Zone shown edged with a dotted black line and hatched, as indicated in the plan attached to the Order named in column 3 of this table	The County of Cambridgeshire (West Cambridgeshire Zone) (Prohibition of Heavy Commercial Vehicles) Order 1993	An area to be removed from existing weight limit zone (as referred to in column 2 of this table), being an area of 303,015 square metres shown edged green and shaded green on the above-mentioned sheets.
<i>The traffic regulation measures (clearways and weight limits) plans– sheets 17 and 18</i>			
Hilton, Fenstanton, Conington, Elsworth, Boxworth, Childerley, Bourn Knapwell, Papworth Everard	Zone shown edged with a dotted black line and hatched, as indicated in the plan attached to the Order named in column 3 of this table	Cambridgeshire County Council (Hilton Zone) (Prohibition of Heavy Commercial Vehicles) Order 2000	Area to be removed from existing weight limit zone (as referred to in column 2 of this table), being an area of 93,666 square metres and shown edged green and shaded green on the above-mentioned sheets.
<i>The traffic regulation measures (clearways and weight limits) plans– sheets 28, 29, 30, 31, 32, 33, 34 and 35</i>			
Huntingdon, Brampton, Godmanchester	Zone shown edged with a dotted black line and hatched, as indicated in	The County of Cambridgeshire	The Head of Local Infrastructure and Street Management

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<i>Parish(es)</i> <i>(1)</i>	<i>Existing Zone</i> <i>(2)</i>	<i>Title of Existing Order</i> <i>(3)</i>	<i>Variation</i> <i>(4)</i>
	the plan attached to the Order named in column 3 of this Schedule	(Godmanchester and Huntingdon Zone) (Prohibition of Heavy Commercial Vehicles) Order 1988	of Cambridgeshire County Council (or his or her successor in office) may at his or her discretion issue upon application a permit to allow agricultural vehicles to proceed along any road or length of road within the area of the existing weight limit zone of 7,362,781 square metres shown edged red and shaded pink on the above-mentioned sheets.

PART 6

CLASSIFICATION OF ROADS

In the administrative area of Cambridgeshire County Council—

THE NEW A14 TRUNK ROAD

A 27.33 kilometre length of new highway

1. A 27.33 kilometre length of new highway to be classified (as identified in sub-paragraphs **1(a)** to **1(c)** below) as part of the A14 Trunk Road (such length also including existing highway to be improved, as identified in sub-paragraph **1(d)** below)—

- (a) 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 A14, and continuing from that point in an easterly then a south-easterly direction for a distance of 1.45 kilometres to the centre point of a bridge which is proposed to be constructed over the existing A1 Trunk Road to carry this new A14 Trunk Road;
- (b) then continuing in a south-easterly then a south-south-easterly direction for a distance of 1.97 kilometres to the centre point beneath a proposed bridge which is to be constructed to carry the new link between the southbound carriageway of the existing A1 Trunk Road and the new A14 Trunk Road;
- (c) then continuing in a south-easterly, then an easterly, then a south-easterly direction for a distance of 16.32 kilometres to the point where it meets Bridleway 225/14 (towards the east of the A14 Swavesey Junction); and

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- (d) then continuing in a south-easterly direction along the existing A14 Trunk Road for a distance of 7.59 kilometres to a point 514 metres south-east of where Beck Brook passes below the A14 Trunk Road in a culvert (towards the north-east of the A14 Girton Interchange),

identified by a blue line on the classification of roads plans – sheets 1 and 2.

A 474 metre length of new highway

2. A 474 metre length of new highway (as identified in sub-paragraphs (a) and (b) below) to be classified as part of the A14 Trunk Road (together with existing highway to be improved, as identified in sub-paragraph (c) below)—

- (a) commencing from its junction with the roundabout proposed to be constructed and known as the Southern New Ellington Roundabout, and continuing in a north-easterly direction for a distance of 198 metres to the roundabout proposed to be constructed and known as the Northern New Ellington Roundabout, plus the entire circumferences of the proposed Southern Ellington Roundabout and Northern Ellington Roundabout;
- (b) then continuing from its junction with the proposed Northern Ellington Roundabout, in an east-north-easterly direction for a distance of 215 metres to a point where it meets the existing A14 Trunk Road alignment; and
- (c) then continuing in an easterly direction for a distance of 292 metres along the existing A14 Trunk Road alignment to the existing roundabout known as Brampton Hut Interchange,

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

Girton Interchange A14 Eastbound Link

3. A 2.1 kilometre length of new highway to be classified as part of the A14 Trunk Road commencing from a point 65 metres north-west of the point where Beck Brook passes below the existing A14 Trunk Road in a culvert (to the west of the existing Girton Interchange) and continuing in a south-easterly direction for a distance of 2048 metres to its junction with the existing A14 Trunk Road,

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

Girton Interchange A14 Westbound Link

4. A 2 kilometre length of new highway to be classified as part of the A14 Trunk Road commencing from a point 85 metres north-east of the centre point of the overbridge carrying the existing A14 Trunk Road over the existing M11 motorway (the M11 Overbridge) and continuing in a westerly then a north-north-westerly direction to a point 158 metres north-west of where Beck Brook passes below the existing A14 Trunk Road in a culvert,

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

THE NEW A14 TRUNK ROAD AND A1 TRUNK ROAD BRAMPTON INTERCHANGE SLIP ROADS

A1 Southbound Link to A14

5. A 1.8 kilometre length of new highway to be classified as part of the A1 Trunk Road commencing from a point 373 metres north of the centre point of where the southbound carriageway of the existing A1 Trunk Road passes under the proposed overbridge to be constructed to carry the C167 Grafham Road over the existing A1 Trunk Road, and continuing in a southerly and then south-easterly direction over the proposed A14 Trunk Road to be constructed, to where it merges with the

eastbound carriageway of the proposed A14 Trunk Road, at a point 528 metres south east of the centre point of where it passes over the realigned B1514 Buckden Road,

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

A14 Northbound Link to A1

6. A 1.75 kilometre length of new highway to be classified as part of the A14 Trunk Road commencing from the point 343 metres south-east of where the westbound carriageway of the proposed A14 Trunk Road to be constructed passes over the proposed realignment of the existing B1514 Buckden Road, to the point where it merges with the northbound carriageway of the existing A1 Trunk Road 483 metres north of the point where the northbound carriageway of the existing A1 Trunk Road passes under the proposed overbridge to be constructed to carry the C167 Grafham Road over the existing A1 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 1.

THE NEW A14 TRUNK ROAD GIRTON INTERCHANGE SLIP ROADS

Westbound Merge (there is no Westbound Diverge)

7. A 813 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at the junction of the slip road with the roundabout proposed to be constructed and known as Girton Roundabout West and continuing in a northerly then a north-westerly direction to where a point where it merges with the westbound carriageway of the existing A14 Trunk Road, at a point 266 metres south-east of where Beck Brook passes under the existing A14 Trunk Road in a culvert,

identified by a blue line on classification of roads plans - sheet 2.

Eastbound Diverge (there is no Eastbound Merge)

8. A 580 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at the centre point on the eastbound carriageway of the existing A14 Trunk Road at a point 56 metres southeast of the centre point of where the eastbound carriageway of the existing A14 Trunk Road passes over Beck Brook (in 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 blue line on the classification of roads plans - sheet 2.

THE NEW A14 TRUNK ROAD BAR HILL JUNCTION SLIP ROADS

Westbound merge

9. A 866 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (an alteration to the existing A14 Trunk Road junction at Bar Hill) and continuing in a north-westerly direction to the point where it merges with the westbound carriageway of the existing A14 Trunk Road at a point 645 metres north-west of the point where the Longstanton Brook passes (in culvert) under the existing westbound carriageway of the existing A14 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 2.

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Westbound diverge

10. A 613 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from a point 162 metres north-west of where the boundary between Longstanton Parish and Oakington and Westwick Parish crosses the centre point of the westbound carriageway of the existing A14 Trunk Road, and continuing to its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (as an alteration to the existing A14 Trunk Road Junction at Bar Hill),

identified by a blue line on the classification of roads plans - sheet 2.

Eastbound Merge

11. A 735 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (as an alteration to the existing A14 Trunk Road), and continuing in a south-easterly direction to the point where it merges with the eastbound carriageway of the existing A14 Trunk Road at a point 282 metres north-west of where the boundary between Longstanton Parish and Oakington and Westwick Parish crosses the centre point of the eastbound carriageway of the existing A14 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 2.

Eastbound Diverge

12. A 598 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at a point 387 metres north-west of the point where the Longstanton Brook passes (in culvert) under the eastbound carriageway of the existing A14 Trunk Road, and continuing to its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (as an alteration to the existing A14 Trunk Road),

identified by a blue line on classification of roads plans - sheet 2.

THE NEW A14 CAMBRIDGE SERVICES JUNCTION SLIP ROAD

A 826 metre length of new bifurcated slip road

13. A 826 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at a point 180 metres north-west of the point where Utton's Drove Drain passes under the westbound carriageway of the existing A14 Trunk Road, and continuing in a north-westerly direction to its junction with the roundabout proposed to be constructed and known as 'Cambridge Services Roundabout',

identified by a blue line on the classification of roads plans - sheet 2.

THE NEW A14 TRUNK ROAD SWAVESEY JUNCTION SLIP ROADS

Westbound Diverge

14. A 938 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at a point 625 metres north-west of the point where Utton's Drove Drain passes under the westbound carriageway of the existing A14 Trunk Road, and continuing in a north-westerly direction to its junction with the roundabout proposed to be constructed and known as the Southern Swavesey Roundabout,

identified by a blue line on the classification of roads plans - sheet 2.

Westbound Merge

15. A 666 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at its junction with the roundabout proposed to be constructed and known as the South Swavesey Roundabout, and continuing in a north-westerly direction to the point where it merges with the westbound carriageway of the proposed A14 Trunk Road to be constructed at a point 30 metres east of where Scotland Drove Drain passes under the existing A14 Trunk Road, identified by a blue line on the classification of roads plans - sheet 2.

Eastbound Diverge

16. A 638 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at the centre point of where the eastbound carriageway of the existing A14 Trunk Road passes under the overbridge proposed to be constructed to carry an unclassified road, to connect the roundabout proposed to be constructed and known as Southern Swavesey Roundabout to the roundabout proposed to be constructed and known as Northern Swavesey Roundabout, and continuing from that point in a south-easterly and then a north-westerly direction to its junction with the proposed Northern Swavesey Roundabout, identified by a blue line on the classification of roads plans - sheet 2.

Eastbound Merge

17. A 1.2 kilometre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at its junction with the roundabout proposed to be constructed and known as the Northern Swavesey Roundabout, and continuing in a south-easterly direction to the point where it merges with the eastbound carriageway of the existing A14 Trunk Road at a point 1172 metres south-east of the centre point of the eastbound carriageway of the existing A14 Trunk Road where it passes under the overbridge which is proposed to be constructed between the proposed Northern Swavesey Roundabout and the roundabout proposed to be constructed and known as Southern Swavesey Roundabout, identified by a blue line on the classification of roads plans - sheet 2.

THE NEW A14 TRUNK ROAD A1198 ERMINE STREET JUNCTION SLIP ROADS

Eastbound Diverge (there is no Westbound Diverge)

18. A 595 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from the point 1007 metres east of the centre point of where the eastbound carriageway of the existing A14 Trunk Road passes under the overbridge which is proposed to be constructed to carry the realigned unclassified road known as Silver Street over the new A14 Trunk Road, and continuing in a north-easterly direction to its junction with the roundabout proposed to be constructed and known as the Northern Ermine Street Roundabout, identified by a blue line on the classification of roads plans - sheet 1.

Westbound Merge (there is no Eastbound Merge)

19. A 729 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from its junction with the roundabout proposed to be constructed and known as the Southern Ermine Street Roundabout, and continuing in a north-westerly direction to the point where it merges with the westbound carriageway of the new A14 Trunk Road at a point 992 metres east of the centre point of where the westbound carriageway of the new A14 Trunk Road passes

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under the overbridge which is proposed to be constructed to carry the realigned unclassified road Silver Street over the new A14 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 1.

THE NEW A1 TRUNK ROAD

Realigned A1 Trunk Road Brampton Interchange to Brampton Hut Interchange

20. A 2.9 kilometre length of new highway to be classified as part of the A1 Trunk Road commencing from a point 4 metres north of the centre point of the existing overbridge carrying the existing A1 Trunk Road over the existing B1514 Buckden Road and continuing in a north-north-westerly, then northerly, then north-westerly, then north-north-easterly direction for a distance of 2.9 kilometres to a point where it merges with the existing A1 Trunk Road, at a point 92 metres south of the centre point of the existing roundabout known as Brampton Hut Interchange,

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

THE A141 CLASSIFIED ROAD

A 3.2 kilometre length of the existing A14 highway

21. A length of 3.2 kilometres of the existing A14 highway to be re-classified as the A141 Classified Road, from the existing roundabout known as the Spittals Interchange, in a south-westerly direction, passing under the existing B1514 overbridge, and then continuing in a north-westerly direction to the existing roundabout known as the Brampton Hut Junction,

identified by a green line on the classification of roads plans - sheet 1.

THE A1307 CLASSIFIED ROAD (HUNTINGDON ROAD)

A 22.2 kilometre length of new highway

22. A 22.2 kilometre length of new highway, to be classified as the A1307 Classified Road (such length also including existing highway to be improved, as identified in paragraph (k) below)—

- (a) commencing from its junction with the roundabout proposed to be constructed and known as Girton Roundabout East, (as an alteration to the existing A1307 Huntingdon Road) and continuing in a west-north-westerly direction for a distance of 615 metres to the roundabout proposed to be constructed and known as Girton Roundabout West (as an alteration to the existing A1307 Huntingdon Road) and including the entire circumference of the Girton Roundabout East and the Girton Roundabout West;
- (b) then extending from its junction with the proposed Girton Roundabout West in a west-north-westerly direction and then in a north-westerly direction for a distance of 1.6 kilometres to its junction with the proposed Cambridge Crematorium Access Road to be constructed, and then extending in a north-westerly direction for a distance of 415 metres to the roundabout proposed to be constructed and known as 'Oakington Road Roundabout' (as an alteration to the existing C193 Oakington Road) including the entire circumference of the proposed Oakington Road Roundabout;
- (c) then continuing from its junction with the proposed Oakington Road Roundabout in an east-north-easterly direction and then in a north-easterly direction for a distance of 629 metres to the Dry Drayton Roundabout which is proposed to be constructed (as an alteration to the existing C197 Dry Drayton Road) including the entire circumference of the proposed Drayton Road Roundabout;
- (d) then continuing from its junction with the proposed Dry Drayton Roundabout in a west-north-westerly direction, then in a north-north-westerly direction for a distance of 1.6

kilometres to its junction with the proposed Link Road to be constructed from the existing B1050 Hattons Road;

- (e) then extending in a north-westerly direction under the bridge proposed to be constructed (as an alteration and realignment of the existing B1050 Hattons Road) and continuing in a north-westerly direction for a distance of 1.5 kilometres to a centre point under the bridge proposed to be constructed over the existing A14 Trunk Road (as a realignment and extension of the existing unclassified Robin's Lane);
- (f) then extending in a north-westerly direction for a distance of 89 metres to its junction with the proposed realignment and extension of the existing unclassified Robin's Lane, and then continuing in a north-westerly direction for a distance of 997 metres to the east of the existing A14 Eastbound Cambridge Services;
- (g) then continuing around the A14 Eastbound Cambridge Services in a north-easterly then north-westerly, then south-westerly direction for a distance of 370 metres to a point just west of the existing A14 Eastbound Cambridge Services (off the A14 eastbound mainline carriageway);
- (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, then extending in a north-easterly direction for a distance of 161 metres to its junction with the new local access road which is proposed to be constructed, and then continuing north-eastwards for a distance of 238 metres to the roundabout proposed to be constructed and known as the Bucking Way Road Roundabout (as an alteration to the existing C186 Bucking Way Road);
- (i) then continuing from its junction with the proposed Bucking Way Road roundabout for a distance of 240 metres in a westerly then a south-westerly direction to the roundabout which is proposed to be constructed and known as the Northern Swavesey Roundabout ;
- (j) then continuing in a north-westerly direction for a distance of 1.1 kilometres to a point 519 metres west of the point where it meets Bridleway 225/14;
- (k) then continuing along the route of the existing A14 Trunk Road, proposed to be reclassified as the A1307 road, for a distance of 11.7 kilometres to its junction with the existing unclassified path crossing Mill Common; and
- (l) then continuing in a northerly direction for a distance of 664 metres to its junction with the proposed realignment of the existing B1514 Brampton Road in Huntingdon,

identified by a pink line on the classification of roads plans - sheets 1 and 2.

A 469 metre length of new highway

23. A 469 metre length of new highway to be constructed and classified as part of the A1307 Classified Road, commencing from its junction with the proposed realignment of the unclassified Hinchingsbrooke Park Road, and continuing in a north-easterly direction to its junction with the roundabout proposed to be constructed and known as Views Common Roundabout,

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

A 5.3 kilometre length of the existing A14

24. A 5.3 kilometre length of the existing A14 which is proposed to be re-classified as part of the A1307 Classified Road, commencing from its junction with the roundabout proposed to be constructed and known as Views Common Roundabout, and continuing in a north-westerly direction to its junction with the A141 at the existing roundabout known as Spittals Interchange, and continuing to a point 420 metres south-east of the existing bridge carrying the existing B1043

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over the existing A1(M) road, including the entire circumference of the proposed Views Common Roundabout,

identified by a pink line on the classification of roads plans - sheet 1.

B1514 BUCKDEN CLASSIFIED ROAD

A 874 metre length of new highway

- 25.** A 874 metre length of new highway to be classified as part of the B1514 Buckden Road—
- (a) commencing at a point 206 metres west of the roundabout proposed to be constructed and known as Buckden Road Roundabout (as part of an alteration to the alignment of the existing B1514 Buckden Road), and continuing in a north-easterly direction to its junction with the proposed Buckden Road Roundabout; and
 - (b) continuing from the proposed Buckden Road Roundabout in a north-easterly direction under the overbridge proposed to be constructed (to carry the new A14 Trunk Road and the improved A1 Trunk Road) for a distance of 668 metres to the point where it merges with the existing B1514 Buckden Road at a distance of 761 metres southwest of its junction with the unadopted road known as Park Lane, including the entire circumference of the proposed Buckden Road Roundabout,

identified by an orange dashed line on the classification of roads plans - sheet 1.

B1043 OFFORD ROAD CLASSIFIED ROAD

A 1.1 kilometre length of new highway

26. A 1.1 kilometre length of new highway to be classified as part of the B1043 Offord Road from a point 511 metres south-west of the point where the boundary between Godmanchester Parish and Offord Cluny and Offord D'Arcy Parish crosses the new A14 Trunk Road which is proposed to be constructed, continuing in a north-easterly direction and traversing an overbridge (which is proposed to be constructed over the proposed new A14 Trunk Road alignment) to the point where it merges with the existing B1043 Offord Road, 482 metres north-east of the centre point of its proposed overbridge crossing the new A14 Trunk Road,

identified by an orange dashed line on the classification of roads plans - sheet 1.

A1198 ERMINE STREET CLASSIFIED ROAD

A 1.1 kilometre length of new highway

- 27.** A 1.1 kilometre length of new highway to be classified as part of the A1198 Ermine Street—
- (a) commencing from a point 347 metres south-west of a roundabout proposed to be constructed and known as the Ermine Street Roundabout South, and continuing in a north-easterly direction to its junction with the proposed Ermine Street Roundabout South, for a distance of 406 metres including the entire circumference of the proposed Ermine Street Roundabout South;
 - (b) then continuing from its junction with the proposed Ermine Street Roundabout South in a north-westerly direction across an overbridge proposed to be constructed over the new A14 Trunk Road, for a distance of 183 metres to its junction with the roundabout proposed to be constructed and known as Ermine Street Roundabout North; and
 - (c) then continuing from the Ermine Street Roundabout North in a north-westerly direction for a distance of 495 metres to the point where it merges with the existing A1198 Ermine Street, at a point 585 metres north of the new A14 Trunk Road, including the entire circumference of the proposed Ermine Street Roundabout North,

identified by an orange line on the classification of roads plans - sheet 1.

B1040 POTTON ROAD CLASSIFIED ROAD

A 1 kilometre length of new highway

28. A 1 kilometre length of new highway to be classified as part of the B1040 Potton Road commencing from a point 563 metres north-east of West Brook (where West Brook converges with the point at which the Parish boundaries of Hilton, Fenstanton and Hemingford Grey all meet) and continuing in a north-easterly direction for a distance of 1 kilometre, to the point where it merges with the existing B1040 Potton Road,

identified by an orange dashed line on the classification of roads plans - sheet 1.

B1050 HATTONS ROAD CLASSIFIED ROAD

A 812 metre length of new highway

29. A 812 metre length of new highway to be classified as part of the B1050 Hattons Road—

- (a) commencing at its junction with the existing roundabout known as Saxon Way Roundabout and continuing in a north-westerly then a north-easterly direction for a distance of 144 metres to its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (as an alteration to the existing A14 Trunk Road); and
- (b) then continuing from the Bar Hill Junction for a distance of 668 metres in a north-easterly direction to a point where it merges with the existing B1050 Hattons Road, at a point 601 metres north-east of the centre point of the Bar Hill Junction circulatory carriageway, including the entire circumference of the Bar Hill Junction circulatory carriageway,

identified by an orange dashed line on the classification of roads plans - sheet 2.

A 191 metre length of new highway

30. A 191 metre length of new highway to be classified as part of the B1050 Hattons Road, commencing from its junction with the new A1307 (which is proposed to be constructed), and continuing for a distance of 191 metres to its junction with the existing B1050 Hattons Road (on its new realignment which is proposed to be constructed) to a point 211 metres north-east of the proposed new Bar Hill Junction circulatory carriageway,

identified by an orange dashed line on the classification of roads plans - sheet 2.

C181 HILTON ROAD CLASSIFIED ROAD

A 967 metre length of new highway

31. A 967 metre length of new highway to be classified as the C181 Hilton Road commencing from a point 129 metres north east of where the boundary between Hilton Parish and Fenstanton Parish crosses the existing C181 Hilton Road, and continuing in a north-easterly then a north-north-easterly direction crossing a new overbridge (which is proposed to be constructed over the new A14 Trunk Road) to a point where it merges with the existing C181 Hilton Road, at a point 206 metres south-west of its junction with the existing unclassified road known as Pear Tree Close,

identified by a pink dashed line on the classification of roads plans - sheet 1.

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C340 BRAMPTON ROAD CLASSIFIED ROAD

A 435 metre length of new highway

32. A 435 metre length of new highway to be classified as the C340 Brampton Road, commencing from a point 96 metres north-east of the junction of the existing C340 Brampton Road with the existing A1 Trunk Road, and continuing in a north-westerly then a northerly direction to its junction with the roundabout proposed to be constructed and known as Buckden Road Roundabout,

identified by a pink dashed line on the classification of roads plans - sheet 1.

C167 GRAFHAM ROAD CLASSIFIED ROAD

A 1.0 kilometre length of new highway

33. A 1.0 kilometre length of new highway to be classified as the C167 Grafham Road commencing from the point where it diverges from the existing C167 Grafham Road, 491 metres west of the centre point of the proposed overbridge (proposed to be constructed to carry it over the new A1 Trunk Road alignment and the new A14 Trunk Road alignment), and continuing in a south-easterly then a north-easterly direction over the proposed overbridge to the point where it merges with the existing C167 Park Road, that point being at a distance of 549 metres northeast of the centre point of the proposed overbridge,

identified by a pink dashed line on the classification of roads plans - sheet 1.

C186 BUCKING WAY ROAD CLASSIFIED ROAD

A 174 metre length of new highway

34. A 174 metre length of new highway to be classified as the C186 Bucking Way Road, commencing at the roundabout which is proposed to be constructed and known as the Bucking Way Road Roundabout, and continuing in a north-easterly direction to the point where it merges with the existing C186 Bucking Way Road, at a point 471 metres south-west of the junction of Bridleway 225/16 with the C186 Bucking Way Road, including the entire circumference of the proposed Bucking Way Road Roundabout,

identified by a pink dashed line on the classification of roads plans - sheet 2.

C107 WOOLLEY ROAD

A 2.5 kilometre length of new highway

35. A 2.5 kilometre length of new highway to be classified as the C107 Woolley Road—

- (a) commencing from its junction with the roundabout proposed to be constructed and known as the Northern New Ellington Roundabout, and continuing for a distance of 889 metres in a northerly then an easterly and then a northerly direction to the centre point of where it crosses the Ellington Brook Relief Channel on an overbridge which is proposed to be constructed; and
- (b) then continuing in a northerly and then in a north-westerly direction for a distance of 1.6 kilometres to where it merges with the existing C107 Woolley Road at a point 205 metres south-east of the access to the Huntingdon Research Centre,

identified by a pink dashed line on the classification of roads plans - sheet 1.