

Our ref: CRS 735,228
Your ref:

Second Floor
Woodlands
Manton Lane
Bedford MK41 7LW

Direct Line:

23 March 2016

Dear

**FREEDOM OF INFORMATION REQUEST
A14 JUNCTIONS 31 TO 34 - 40 MPH SPEED LIMIT**

I am writing to confirm that we have now completed our search for the information you requested on 26 February about our reasons for implementing a temporary 40mph speed restriction on the A14 between junctions 31 and 34.

I respond to your requests as follows:

All information relating to the rationale and reason for implementing the current 40mph speed restriction that is currently in place on the A14 (between junction 31 (M11 interchange) and Junction 34 (Horningsea), operational between 8pm and 6am.

- *Who had responsibility for deciding when, where and how to implement the speed limit and why such speed restriction was deemed necessary during the hours when the works are NOT being carried out*
- *Why 40mph was chosen*
- *Information relating to the decision to implement the speed restriction*
- *How, when and by whom the decision was made that the safety barriers in the central reservation were "incomplete" and what evidence was provided to make this decision*
- *Information relating to the risks and dangers that are deemed present should the speed restrictions not be in place (during the hours that the workforce are NOT on the road).*
- *Information as to why the decision was made that the safety barriers are deemed incomplete only for the particular stretch of the A14 where the current 40mph speed restriction is in place. Information as to who made this decision and how it was arrived.*

We are currently carrying out work to replace the central reserve safety barrier between junctions 31 (M11 interchange) and 34 (Horningsea). We are doing this work as the old barrier had come to the end of its serviceable life. We currently expect all work to be completed by the end of April, subject to weather conditions.

We are carrying out the work at night between 8pm and 6am when traffic flows are lighter thus minimising disruption to road users.

The temporary 40mph speed restriction has been put in place because the central reserve barrier is incomplete. This means that supporting posts, beams or connecting nuts and bolts may temporarily be missing, concrete may need time to cure or it may mean that the barrier is de-tensioned and will not properly restrain an errant vehicle.

It is not possible to remove the old barrier, replace the posts and beams and then re-tension it in a single overnight work period. Whilst the barrier may appear complete with all posts and beams in place, a lack of restraining tension and therefore its inability to restrain an errant vehicle, defines the barrier as incomplete and will not perform to required specifications.

As an incomplete or untensioned barrier cannot restrain an errant vehicle if struck at normal speeds, we have reduced the speed limit to minimise opportunities for vehicles to cross into the opposing carriageway.

Our scheme designer, Balfour Beatty, completed a risk assessment, on our behalf, in accordance with Interim Advice Note (IAN) 142/11 Temporary Barrier Decision Tool.

This is the method of establishing if a speed restriction is required and what the speed restriction should be. A copy of Balfour Beatty's risk assessment can be found at Annex A.

Our service provider, Amey, also completed a risk assessment, again on our behalf, in accordance with IAN 142/11 Temporary Barrier Decision Tool. A copy of their risk assessment can be found at Annex B.

For clarity and information, an IAN is a standard to which we must adhere. It provides us with interim advice until the publication process for addition to the Design Manual for Roads and Bridges (DMRB) is complete.

Balfour Beatty's risk assessment recommended a temporary speed limit lower than 50mph, whilst Amey's suggested that 50mph *could* be implemented but because the entire barrier was to be removed between junctions 33 and 34, the speed limit should be reduced to 40mph. As we take the safety of road users and our workers very seriously we concurred with both risk assessments and the lower temporary speed limit was applied.

The Road Traffic Regulations Act 1984 regulates how we impose a temporary speed limit. The Temporary Traffic Regulation Order, which includes the temporary speed limit, is attached at Annex C.

We will only implement a temporary speed limit when we start work and we will remove it once our work is complete and it is safe for road users to travel at normal speeds.

- *Whether other parts of the A14 (that do not have speed restrictions in place) also have “incomplete” safety barriers. If so, information as to why no speed restriction was decided to be put in place in these areas.*

There are no other sections of the A14 where safety barriers are incomplete that are not also subject to risk-assessed temporary lower speed limits.

- *Number of speeding fines issued and revenue generated while the current 40mph speed restrictions have been in place.*
- *Number of speeding fines issued and revenue generated for same period when the normal 70mph speed limit was in place.*

We do not hold this information. Highways England does not carry out speed enforcement or receive revenue generated by it. Cambridgeshire Constabulary may hold the information.

If you are unhappy with the way we have handled your request you may ask for an internal review. Our internal review process is available at:

<https://www.gov.uk/government/organisations/highways-england/about/complaints-procedure>

If you require a print copy, please phone the Information Line on 0300 123 5000; or email info@highwaysengland.co.uk. You should contact me if you wish to complain.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at:

Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

If you have any queries about this letter, please contact me. Please remember to quote reference number 735,228 in any future communications.

Yours sincerely

Business Management Team Leader
Network Delivery & Development (East)
Email: