STATUTORY INSTRUMENTS

2013 No. 900

ROAD TRAFFIC

The M4 Motorway, the M5 Motorway, the M48 Motorway and the M32 Motorway (Temporary Restriction and Prohibition of Traffic) Order 2013

Made - - - -	*21st February 2013*
Coming into force - -	*27th February 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M4 Motorway ("the M4"), the M5 Motorway ("the M5"), the M48 Motorway ("the M48"), the M32 Motorway ("the M32") and connecting roads, is satisfied that traffic on lengths of those roads and some of those connecting roads in South Gloucestershire and in the City of Bristol should be restricted and prohibited because works are proposed to be executed thereon:

NOW, THEREFORE, the Secretary of State, in exercise of the powers conferred by section 14(1)(a) of the Road Traffic Regulation Act 1984(**a**) and regulation 16(2) of the Motorways Traffic (England and Wales) Regulations 1982(**b**), hereby makes the following Order:-

1. This Order may be cited as the M4 Motorway, the M5 Motorway, the M48 Motorway and the M32 Motorway (Temporary Restriction and Prohibition of Traffic) Order 2013 and shall come into force on 27th February 2013.

2. In this Order –

"the first lengths of the motorways" means (i) the eastbound carriageway of the M4 between Junctions 22 and 18 from a point at the centre of Holm Road Overbridge to a point at the centre of Bromley Heath Road Underbridge; (ii) the westbound carriageway of the M4 between Junctions 18 and 22 from a point at the centre of the A432 Badminton Road Underbridge to a point at the centre of the Holm Road Overbridge; (iii) the eastbound carriageway of the M48 from a point at the centre of the Ingst Road Overbridge (east of Junction 1) to a point 100 metres east of the centre of the Hardy Lane Overbridge (west of its intersection with the M4); (iv) the northbound carriageway of the M32 from a point at the centre of Stoke Lane Overbridge (north of Junction 2) to its intersection with M4 Junction 19; (v) the circulatory carriageway at M4 Junction 19; (vi) the southbound carriageway of the M5 between Junctions 14 and 18 from a point at the centre of the B4427 Church Road Overbridge to a point at the centre of the Berwick Drive Overbridge; (vii) the northbound carriageway of the M5 between Junctions 18 and 14 from a point at the centre of Hallen Road Underpass to a point at the centre of the B4427 Church Road Overbridge;

(**a**) 1984 c.27; a new section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 1991 (c.26), section 1(1) and Schedule 1.

(**b**) S.I. 1982/1163, as amended by S.I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3168, 2004/3258 and 2006/594.

"the second lengths of the motorways" mean (i) the eastbound carriageway of the M48 between the tip of the nosing of the eastbound exit slip road at Junction 1 and the tip of the nosing with the M4 at M4 Junction 21; (ii) the eastbound carriageway of the M4 between the tip of the nosing of the eastbound exit slip road at Junction 20 and the tip of the nosing of the eastbound entry slip road at Junction 19; (iii) the eastbound carriageway of the M4 between the tip of the nosing of the eastbound exit slip road at Junction 20 and the tip of the nosing of the eastbound entry slip road at Junction 20; (iv) the westbound carriageway of the M4 between the tip of the nosing of the westbound exit slip road at Junction 19 and the tip of the nosing of the westbound entry slip road at Junction 20; (v) the westbound carriageway of the M4 between the tip of the nosing of the westbound exit slip road at Junction 19 and the tip of the nosing of the westbound entry slip road at Junction 22; (vi) the westbound carriageway of the M4 between the tip of the nosing of the westbound exit slip road at Junction 20 and the tip of the nosing of the westbound entry slip road at Junction 22; (vii) the eastbound carriageway of the M4 between the tip of the nosing of the eastbound exit slip road at Junction 22 and the tip of the nosing of the eastbound entry slip road at Junction 20; (viii) the northbound carriageway of the M5 between the tip of the nosing of the northbound exit slip road at Junction 17 and the tip of the nosing of the northbound entry slip road at Junction 14; (ix) the northbound carriageway of the M5 between the tip of the nosing of the northbound exit slip road at Junction 16 and the tip of the nosing of the northbound entry slip road at Junction 14; (x) the northbound carriageway of the M5 between the tip of the nosing of the northbound exit slip road at Junction 15 and the tip of the nosing of the northbound entry slip road at Junction 14; (xi) the northbound carriageway of the M5 between the tip of the nosing of the northbound exit slip road at Junction 15 and the tip of the nosing of the northbound entry slip road at Junction 15; (xii) the southbound carriageway of the M5 between the tip of the nosing of the southbound exit slip road at Junction 15 and the tip of the nosing of the southbound entry slip road at Junction 15; (xiii) the southbound carriageway of the M5 between the tip of the nosing of the southbound exit slip road at Junction 15 and the tip of the nosing of the southbound entry slip road at Junction 16; (xiv) the southbound carriageway of the M5 between the tip of the nosing of the southbound exit slip road at Junction 15 and the tip of the nosing of the southbound entry slip road at Junction 17; (xv) the northbound carriageway of the M5 between the tip of the nosing of the northbound exit slip road at Junction 17 and the tip of the nosing of the northbound entry slip road at Junction 16; (xvi) the northbound carriageway of the M5 between the tip of the nosing of the northbound exit slip road at Junction 17 and the tip of the nosing of the northbound entry slip road at Junction 15; (xvii) the southbound carriageway of the M5 between the tip of the nosing of the southbound exit slip road at Junction 14 and the tip of the nosing of the southbound entry slip road at Junction 16; (xviii) the eastbound carriageway of the M4 between the tip of the nosing of the eastbound exit slip road at Junction 22 and the tip of the nosing of the eastbound entry slip road at Junction 19; (xix) the westbound carriageway of the M4 between the tip of the nosing of the westbound exit slip road at Junction 20 and the tip of the nosing of the westbound entry slip road at Junction 20; (xx) the northbound carriageway of the M32 between the tip of the nosing of the northbound exit slip road at Junction 1 and its intersection with M4 Junction 19;

"the first slip roads" mean (i) the slip road leading from the M4 eastbound to the M5 northbound at M4 Junction 20 (the 'F' loop); (ii) the slip road leading from the M4 eastbound to the M5 southbound at M4 Junction 20 (the 'J' loop); (iii) the eastbound and westbound entry and exit slip roads at M4 Junction 19; (iv) the slip road leading from the M4 westbound to the M5 northbound at M4 Junction 20 (the 'K' loop); (v) the slip road leading from the M4 westbound to the M5 southbound at M4 Junction 20 (the 'D' loop); (vi) the northbound entry slip road at M32 Junction 1; (vii) the slip road leading from the M5 southbound to the M4 eastbound at M5 Junction 15 (the 'C' loop); (viii) the slip road leading from the M5 southbound to the M4 westbound at M5 Junction 15 (the 'H' loop); (ix) the southbound and northbound entry and exit slip roads at M5 Junction 16; (x) the southbound and northbound exit and entry slip roads at M5 Junction 17; (xi) the slip road leading from the M5 northbound to the M4 westbound at M5 Junction 15 (the 'E' loop); (xii) the slip road leading from the M5 northbound to the M4 eastbound at M5 Junction 15 (the ' G' loop); (xiii) the M5 southbound and northbound connecting / distributor roads at Almondsbury Interchange between Junctions

15 and 16 including the southbound entry slip road and the northbound exit and entry slip roads at Junction 15;

"the second slip roads" mean (i) the eastbound entry slip road at M48 Junction 1; (ii) the northbound entry slip road at M32 Junction 1; (iii) the eastbound entry slip road at M4 Junction 22; (iv) the slip road leading from the M4 westbound to the M5 northbound at M4 Junction 20 (the 'F' loop); (v) the slip road leading from the M4 eastbound to the M5 southbound at Junction 20 (the 'J' loop); (vi) the slip road leading from the M4 westbound to the M5 southbound at M4 Junction 20 (the 'D' loop); (vii) the slip road leading from the M4 westbound to the M5 northbound at M4 Junction 20 (the 'K' loop); (viii) the eastbound and westbound exit and entry slip roads at M4 Junction 19; (ix) the westbound entry slip road at M4 Junction 18; (x) the southbound entry slip road at M5 Junction 14; (xi) the slip road leading from the M5 southbound to the M4 eastbound at M4 Junction 20 (the 'C' loop); (xii) the slip road leading from the M5 southbound to the M4 westbound at M4 Junction 20 (the 'H' loop); (xiii) the slip road leading from the M5 northbound to the M4 westbound at M4 Junction 20 (the 'E' loop); (xiv) the slip road leading from the M5 northbound to the M4 eastbound at M4 Junction 20 (the 'G' loop); (xv) the southbound exit slip road at M5 Junction 15 (into Almondsbury Interchange); (xvi) the southbound entry slip road at M5 Junction 15 (out of Almondsbury Interchange); (xvii) the northbound and southbound exit and entry slip roads at M5 Junction 16; (xviii) the northbound and southbound exit and entry slip roads at M5 Junction 17; (xix) the northbound entry slip road at M5 Junction 18; (xx) the northbound exit and entry slip roads at M5 Junction 15;

"the works" mean the construction of the M4 / M5 Managed Motorway scheme involving the fitment of variable message signs, advance motorway indicators and advanced direction signage to gantries, renovation of gantries, construction of emergency refuge areas, the installation of CCTV and ANPR cameras and associated loops, ducting and cabling, the refurbishment of street lighting and loops, barrier works, signing, resurfacing, earthworks, electrical works, white lining and studding works, commissioning, testing and inspection works;

"tip of the nosing" means the last point where an exit slip road leaves the carriageway of a motorway or the first point where an entry slip road joins the carriageway of a motorway;

"the hard shoulder" means the hard shoulder within the meaning of regulation 3(1)(e) of the Regulations which is adjacent to the first lengths of the motorways and the first slip roads;

"the Regulations" means the Motorways Traffic (England and Wales) Regulations 1982(**a**);

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

"the works period" means the period starting at 00.01 hours on Friday 1st March 2013 and ending when the said works have been completed;

and a reference to an article followed by a number is a reference to the article in this Order which bears that number.

3. Subject as mentioned in articles 6 and 9, no person shall, during the works period, drive any motor vehicle at a speed exceeding 50 miles per hour on the first lengths of the motorways and the first slip roads.

4. Subject as mentioned in articles 6 and 7, no person shall, during the works period, cause or permit any vehicle to enter or proceed in the second lengths of the motorways and the second slip roads.

5. Subject as mentioned in articles 6 and 7, no person shall, during the works period, cause or permit any vehicle with an overall width exceeding 2 metres to enter or proceed in the offside lane of the first lengths of the motorways and the first slip roads.

(**a**) S.I. 1982 / 1163, amended by S.I. 1983 / 374, 1984 / 1479 and 1992 /1364;
(**b**) S.I. 1986 / 1078, to which there are amendments not relevant to this Order;

6. The provisions of articles 3, 4 and 5 shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs, and shall not apply to a vehicle being used for police, fire and rescue authority or ambulance purposes or anything done at the direction of, or with the permission of, a constable.

7. The provisions of articles 4 and 5 shall not apply to a vehicle being used in connection with the said works or for traffic officer purposes.

8. During the works period, regulation 5 and (insofar as it relates to a vehicle being driven) regulation 9 of the Regulations are hereby suspended, in respect of the hard shoulder, at such times and to such extent as shall from time to time be indicated by traffic signs.

9. No speed limit imposed by this order applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with regulation 3(5) of those Regulations.

Signed by authority of the Secretary of State

David Sledge
A Service Delivery Team Leader
in the Highways Agency

21st February 2013