EXPLANATORY MEMORANDUM TO

THE M271 MOTORWAY (JUNCTION 1 TO REDBRIDGE ROUNDABOUT) (FIXED SPEED LIMITS) (AMENDMENT) REGULATIONS 2022

2022 No. 202

1. Introduction

1.1 This explanatory memorandum has been prepared by the Department for Transport and is laid before Parliament by Command of Her Majesty.

2. Purpose of the instrument

2.1 These Regulations amend the M271 Motorway (Junction 1 to Redbridge Roundabout) (Fixed Speed Limits) Regulations 2021, S.I. 2021/82 ("the principal Regulations") to correct an error.

3. Matters of special interest to Parliament

Matters of special interest to the Joint Committee on Statutory Instruments

3.1 None.

4. Extent and Territorial Application

4.1 The territorial extent of the principal Regulations is England and Wales.

4.2 The territorial application of the principal Regulations and of this instrument is England.

5. European Convention on Human Rights

5.1 As the instrument is subject to negative resolution procedure and does not amend primary legislation, no statement is required.

6. Legislative Context

6.1 These Regulations are being made to amend regulation 4(b) of the principal Regulations. The effect of the amendment is that the 50mph speed limit which the principal Regulations impose on the on-slip road at junction 1 of the M271 Motorway will start 55 metres nearer the merger of that slip road with the southbound carriageway of the motorway.

7. Policy background

What is being done and why?

7.1 The extent of the 50mph speed limit on the southbound on-slip road at junction 1 of the M271 motorway is being reduced. Its starting point is being moved 55 metres nearer the merger of the slip road with the main southbound carriageway as this was the starting point which was originally intended. Unfortunately in error a different starting point was included in the principal Regulations.

7.2 Traffic signs have been put in place at the intended starting point to indicate the beginning of the speed limit. Moving those signs to a different location would involve

significant cost and there would also be some disruption to traffic whilst the works were being undertaken. Therefore, although mindful of the additional Parliamentary time and resources which would be taken in amending the principal Regulations it was decided that this would on balance be preferable to moving the signs thereby incurring further cost and causing disruption to traffic.

8. European Union Withdrawal and Future Relationship

8.1 This instrument does not relate to withdrawal from the European Union / trigger the statement requirements under the European Union (Withdrawal) Act.

9. Consolidation

9.1 This instrument is the first amendment of the principal Regulations so consolidation is not appropriate.

10. Consultation outcome

10.1 Consultation on the proposals intended to be given effect to by the principal Regulations took place in late 2020. Further details in relation thereto and links to the consultation document and report on consultation can be found in the explanatory memorandum for the principal Regulations.

11. Guidance

11.1 There is no specific guidance on the principal Regulations.

12. Impact

12.1 There is no, or no significant, impact on business, charities or voluntary bodies.

12.2 There is no, or no significant, impact on the public sector.

12.3 A full Impact Assessment has not been prepared for this instrument or for the principal Regulations because the de minimis assessment undertaken by Highways England concluded that the annual monetised cost to business of compliance with the principal Regulations was below the threshold which would make a full impact assessment necessary.

13. Regulating small business

13.1 The principal Regulations and this instrument do not directly impose a regulatory burden on business activity.

14. Monitoring & review

14.1 The principal Regulations will be monitored and reviewed in the second and sixth years of their operation.

14.2 The principal Regulations do not include a statutory review provision.

15. Contact

15.1 Joseph Clark at National Highways Company Limited. email: joseph.clark@highwaysengland.co.uk can be contacted with any queries regarding the instrument.

15.2 Danny Trupp, Deputy Director for the Strategic Roads Directorate, at the Department for Transport can confirm that this Explanatory Memorandum meets the required standard.

15.3 Baroness Vere at the Department for Transport can confirm that this Explanatory Memorandum meets the required standard.