S T A T U T O R Y I N S T R U M E N T S

2014 No. 2421

ROAD TRAFFIC

The M32 Motorway (Junctions 1-3) (Temporary Restriction of Traffic) Order 2014

Made - - - -	*5th September 2014*
Coming into force - -	*9th September 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M32 Motorway ("the M32") and connecting roads, is satisfied that traffic on lengths of that road and some of those connecting roads in South Gloucestershire and the City of Bristol should be restricted because of the likelihood of danger to the public during central reserve safety fencing inspections and repairs:

NOW, THEREFORE, the Secretary of State, in exercise of the powers conferred by section 14(1)(b) of the Road Traffic Regulation Act 1984(**a**), hereby makes the following Order:-

1. This Order may be cited as the M32 Motorway (Junctions 1-3) (Temporary Restriction of Traffic) Order 2014 and shall come into force on 9th September 2014.

2. In this Order –

"the first length of the M32" means the southbound carriageway of the M32 between Junctions 1 and 2 from a point 300 metres north of the centre of Heath House Lane overbridge to a point 500 metres south of the centre of that overbridge;

"the second length of the M32" means (i) the southbound carriageway of the M32 between Junctions 2 and 3 from a point 500 metres south of the centre of Heath House Lane overbridge to the tip of the nosing with the southbound exit slip road at Junction 3; and (ii) the northbound carriageway of the M32 between Junctions 3 and 2 from the tip of the nosing of the northbound exit slip road at Junction 3 to a point 500 metres south of the centre of Heath House Lane overbridge;

"the slip roads" mean (i) the northbound and southbound exit and entry slip roads at M32 Junction 2; (ii) the southbound exit slip road at M32 Junction 3; and (iii) the northbound entry slip road at M32 Junction 3;

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

"the period of danger" means a period starting at 0.01 hours on Wednesday 10th September 2014 and ending when the said likelihood of danger has ended;

(**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.

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 4 and 5, no person shall, during the period of danger:

(a) drive any motor vehicle at a speed exceeding 60 miles per hour on the first length of the M32;

(b) drive any motor vehicle at a speed exceeding 40 miles per hour on the second length of the M32 and the slip roads.

4. The provisions of article 3 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.

5. 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 Team Leader
in the Highways Agency

5th September 2014