STATUTORY INSTRUMENTS

2013 No. 3258

ROAD TRAFFIC

The M4 Motorway and the M5 Motorway (Temporary Prohibition of Traffic) Order 2013

Made - - - -	*20th December 2013*
Coming into force - -	*30th December 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M4 Motorway ("the M4"), the M5 Motorway ("the M5") and connecting roads, is satisfied that traffic on lengths of those roads and some of those connecting roads in South Gloucestershire should be 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 and the M5 Motorway (Temporary Prohibition of Traffic) Order 2013 and shall come into force on 30th December 2013.

2. In this Order –

"the first lengths of the motorways" mean (i) 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; (ii) the eastbound carriageway of the M4 at Junction 20 between the tip of the nosing of the exit slip road and the tip of the nosing of the entry slip road; (iii) the eastbound carriageway of the M4 at Junction 19 between the tip of the nosing of the exit slip road and the tip of the nosing of the entry slip road; (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 at Junction 19 between the tip of the nosing of the exit slip road and the tip of the nosing of the entry slip road; (vi) the westbound carriageway of the M4 at Junction 20 between the tip of the nosing of the exit slip road and the tip of the nosing of the entry slip road; (vii) 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; (viii) the northbound carriageway of the M5 at Junction 17 between the tip of the nosing of the exit slip road and the tip of the nosing of the entry slip road; (ix) 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; (x) 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

(**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.

Junction 15; (xi) the northbound connector road between Junctions 16 and 15; (xii) 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 exit 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 17; (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 16; (xv) the southbound carriageway of the M5 at Junction 15 between the tip of the nosing of the exit slip road and the tip of the nosing of the entry slip road; (xvi) the southbound connector road from the 'J' and 'D' loops at Junction 15 to Junction 16; (xvii) the southbound carriageway of the M5 at Junction 17 between the tip of the nosing of the exit slip road and the tip of the nosing of the entry slip road;

"the second lengths of the motorways" mean (i) both carriageways of the M5 between a point 1500 metres north of the centre of Hortham Lane Overbridge and a point at the centre of Berwick Drive Overbridge; and (ii) both carriageways of the M4 between a point 1000 metres west of the centre of Gloucester Road Overbridge and a point at the centre of Church Lane Overbridge;

"the 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 exit slip road and the westbound entry slip road 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 and exit slip roads and the southbound exit slip road at M5 Junction 17; (vii) the northbound exit and entry slip roads and the southbound entry slip road at M5 Junction 16; (viii) the northbound exit slip road at M5 Junction 15; (ix) the slip road leading from the M5 northbound to the M4 westbound at M5 Junction 15 (the 'E' loop); (x) the slip road leading from the M5 northbound to the M4 eastbound at M5 Junction 15 (the 'G' loop); (xi) the southbound entry slip road at M5 Junction 14; (xii) the slip road leading from the M5 southbound to the M4 eastbound at M5 Junction 15 (the 'C' loop); (xiii) the slip road leading from the M5 southbound to the M4 westbound at M5 Junction 15 (the 'H' loop); (xiv) the southbound exit slip road at Almondsbury Interchange leading to the connector road and Junction 16;

"the works" mean the maintenance of the M4 / M5 Managed Motorway scheme involving the maintenance of gantries, CCTV cameras, ANPR cameras, emergency telephones, carriageway loops, ducting, cabling, white lining, carriageway surfacing, drainage, street lighting, barriers, structures, litter picking, fencing, signage, soft estate and sweeping;

"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 second lengths of the motorways;

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

"the works period" means the period starting at 21.00 hours on Wednesday 1st January 2014 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 article 4, no person shall, during the works period, cause or permit any vehicle to enter or proceed in the first lengths of the motorways and the slip roads.

(**a**) S.I. 1982 / 1163, amended by S.I. 1983 / 374, 1984 / 1479 and 1992 /1364;

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) a vehicle being used for police, traffic officer, fire and rescue authority or ambulance purposes;

(b) anything done at the direction of, or with the permission of, a constable or traffic officer in uniform;

(c) a vehicle being used in connection with the said works or for winter maintenance purposes.

5. 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.

Signed by authority of the Secretary of State

David Sledge
A Service Delivery Team Leader
in the Highways Agency

20th December 2013