

2012 No. 2826

ROAD TRAFFIC

The M275 Motorway and the M27 Motorway (Tipner Lake Bridge – M27 Junction 12) (Temporary Restriction and Prohibition of Traffic) Order 2012

Made - - - - 29th October 2012

Coming into force - - 17th November 2012

WHEREAS the Secretary of State for Transport, being the traffic authority for the M275 Motorway, the M27 Motorway and connecting roads, is satisfied that traffic should be restricted and prohibited on lengths of the M275 Motorway and on some of those connecting roads because works are proposed to be executed on or near the road:

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), hereby makes the following Order:-

1. This Order may be cited as the M275 Motorway and the M27 Motorway (Tipner Lake Bridge – M27 Junction 12) (Temporary Restriction and Prohibition of Traffic) Order 2012 and shall come into force on 17th November 2012.

2. In this Order:

“the M275” and “the M27” mean, respectively, the M275 Motorway and the M27 Motorway in the City of Portsmouth;

“a first length of carriageway” means –

- (i) the northbound carriageway of the M275 between a point 350 metres north of the centreline of Tipner Lake Bridge (the boundary with Portsmouth City Council Network) and its junction with the link roads leading to the eastbound carriageway of the M27 at Junction 12 (A27) and the westbound carriageway of the M27 at Junction 12 (A3/A27), or
- (ii) the southbound carriageway of the M275 between the link roads leading from the eastbound carriageway of the M27 at Junction 12 (A27) and the westbound carriageway of the M27 at Junction 12 (A3/A27) and a point 402 metres north of the centreline of Tipner Lake Bridge (the boundary with Portsmouth City Council Network);

“a second length of carriageway” means –

- (i) the northbound carriageway of the M275 between its junction with the centreline of Tipner Lake Bridge (the boundary with Portsmouth City Council Network) and a point 350 metres north of the centreline of that Bridge, or

(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.

- (ii) the southbound carriageway of the M275 between a point 402 metres north of the centreline of Tipner Lake Bridge (the boundary with Portsmouth City Council Network) to the centreline of that Bridge;

“recovery vehicle” has the meaning given in paragraph 5 of Schedule 1 to the Vehicle Excise and Regulation Act 1994(a);

“overall width” has the meaning given in regulation 3(2) of the Road Vehicles (Construction and Use) Regulation 1986(b);

“abnormal load” means a vehicle having an overall width exceeding 9 feet 6 inches;

“a link road” means any road leading from the eastbound carriageway of the M27 at Junction 12 (A27) and the westbound carriageway of the M27 at Junction 12 (A3/A27) to its junction with the southbound carriageway of the M275;

“works” mean Tipner New Motorway Interchange, bus lane scheme and all associated work by Portsmouth City Council on or near the M275 and the M27;

“the works period” means the period starting on Monday 19th November 2012 and ending on 16th May 2014.

3. Subject as mentioned in articles 5 and 6 below, no person shall, during the works period, cause or permit any vehicle with an overall width exceeding 6 feet 6 inches to enter or proceed in the offside lane of a first length of carriageway or a second length of carriageway.

4. Subject as mentioned in articles 5 and 6 below, no person shall, during the works period, drive any motor vehicle at a speed exceeding –

(a) 50 miles per hour on a first length of carriageway or a link road.

(b) 40 miles per hour on a second length of carriageway.

5. The provisions of articles 3 and 4 above shall apply only at such times and to such extent as shall from time to time be indicated by traffic signs.

6. (1) Nothing in article 3 above shall apply to -

- (a) a recovery vehicle or a vehicle being used in connection with the said works;
- (b) a vehicle being used for police, ambulance, traffic officer or fire and rescue authority purposes;
- (c) anything done at the direction of, or with the permission of, a constable or traffic officer in uniform;
- (d) any vehicle being used for winter maintenance purposes;
- (e) any vehicle being used for incident management purposes; or
- (f) an abnormal load.

(2) Nothing in article 4 above shall apply to a vehicle being used for police, ambulance or fire and rescue authority purposes and to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011(c) when used in accordance with regulation 3(5) of those Regulations.

Signed by authority of the Secretary of State for Transport

G Threader
A Service Delivery Team Leader
in the Highways Agency

29th October 2012

(a) 1994 c.22.
(b) S.I. 1986/1078; to which there are amendments not relevant to this Order.
(c) S.I. 2011/935.