

2015 No. 1050

ROAD TRAFFIC

**The M5 Motorway (Junctions 21-25) (Temporary Restriction
and Prohibition of Traffic) Order 2015**

Made - - - - *9th February 2015*

Coming into force - - *13th February 2015*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M5 Motorway (“the M5”) and connecting roads, is satisfied that traffic on lengths of that road and some of those connecting roads between Junctions 21 and 25 in North Somerset and the County of Somerset 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 M5 Motorway (Junctions 21-25) (Temporary Restriction and Prohibition of Traffic) Order 2015 and shall come into force on 13th February 2015.

2. In this Order –

“the first length of the M5” means (i) the southbound carriageway of the M5 from the tip of the nosing of the southbound entry slip road at Junction 21 to the tip of the nosing of the southbound exit slip road at Junction 25; and (ii) the northbound carriageway of the M5 from the tip of the nosing of the northbound entry slip road at Junction 25 to the tip of the nosing of the northbound exit slip road at Junction 21;

“the second length of the M5” means (i) the southbound carriageway of the M5 at Junction 22 between the tip of the nosing of the southbound exit slip road and the tip of the nosing of the southbound entry slip road; (ii) the southbound carriageway of the M5 at Junction 23 between the tip of the nosing of the southbound exit slip road and the tip of the nosing of the southbound entry slip road; (iii) the southbound carriageway of the M5 at Junction 24 between the tip of the nosing of the southbound exit slip road and the tip of the nosing of the southbound entry slip road; (iv) the northbound carriageway of the M5 at Junction 24 between the tip of the nosing of the northbound exit slip road and the tip of the nosing of the northbound entry slip road; (v) the northbound carriageway of the M5 at Junction 23 between the tip of the nosing of the northbound exit slip road and the tip of the nosing of the northbound entry slip road; and (vi) the northbound carriageway of the M5 at Junction 22 between the tip of the nosing of the northbound exit slip road and the tip of the nosing of the northbound entry slip road;

(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 slip roads” mean (i) the northbound and southbound exit and entry slip roads at M5 Junction 22; (ii) the northbound and southbound exit and entry slip roads at M5 Junction 23; and (iii) the northbound and southbound exit and entry slip roads at M5 Junction 24;

“the Regulations” means the Motorways Traffic (England and Wales) Regulations 1982;

“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 hard shoulder” means the hard shoulder within the meaning of regulation 3(1)(e) of the Regulations which is adjacent to the first length of the M5 and the slip roads;

“the works” mean resurfacing, white lining, loop cutting, stud replacement, bridge joint replacement and surveying works;

“a works period” means a period of 10 hours starting at 20.00 hours on Monday 16th February 2015 or on any subsequent day and ending when the said works have been completed;

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

3. Subject as mentioned in articles 4, 5 and 7, no person shall, during a works period:

- (a) drive any motor vehicle at a speed exceeding 50 miles per hour on the first length of the M5 and the slip roads;
- (b) cause or permit any vehicle to enter or proceed on the second length of the M5 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) a vehicle being used for police, fire and rescue authority or ambulance purposes; or
- (b) anything done at the direction of, or with the permission of, a constable.

5. The provisions of article 3(b) shall not apply to a vehicle being used in connection with the said works, for traffic officer purposes or for winter maintenance purposes.

6. During a 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.

7. 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

9th February 2015

David Sledge
A Team Leader
in the Highways Agency