

**2014 No. 790**

**ROAD TRAFFIC, ENGLAND**

**The M275 and M27 Motorway (Speed Limit and Bus Lane)  
Regulations 2014**

<i>Made</i>	- - - -	<i>19th March 2014</i>
<i>Laid before Parliament</i>		<i>24th March 2014</i>
<i>Coming into force</i>	- -	<i>14th April 2014</i>

The Secretary of State for Transport makes the following Regulations in exercise of the powers conferred by sections 17(2) and (3) of the Road Traffic Regulation Act 1984(a).

Representative organisations have been consulted in accordance with section 134(2)(b) of that Act.

**Citation and Commencement**

1. These Regulations may be cited as the M275 and M27 Motorway (Speed Limit and Bus Lane) Regulations 2014 and come into force on 14<sup>th</sup> April 2014.

**Revocation**

2. The M275 and M27 Motorway (Speed Limit) Regulations 2005(c) are revoked.

**Imposition of Speed Limit**

3. A person must not drive a motor vehicle at a speed exceeding 60 miles per hour on the lengths of road specified in Schedule 1.

4. A person must not drive a motor vehicle at a speed exceeding 50 miles per hour on the lengths of road specified in Schedule 2.

**Bus Lane Restriction**

5.—(1) Subject to paragraph (2), a person must not cause or permit a motor vehicle to enter, or proceed along, the bus lane.

(2) Paragraph (1) does not apply to—

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(a) 1984 c. 27; section 17 was amended by the New Roads and Street Works Act 1991 (“the 1991 Act”) (c. 22), section 168 and Schedule 8, Part II, paragraph 28 and by the Road Traffic Act 1991 (c. 40), Schedule 4, paragraph 25 and Schedule 8. There are other amendments which are not relevant to these Regulations.  
(b) Section 134(2) was amended by the 1991 Act, section 168(1), Schedule 8, Part II, paragraph 77.  
(c) S.I. 2005/1999.

- (a) a bus, or a taxi;
- (b) a vehicle being used for police, ambulance or fire brigade purposes;
- (c) anything done at the direction or with the permission of a police constable in uniform or of a traffic warden;
- (d) a vehicle being used in connection with—
  - (i) the removal of any obstruction to traffic on or near the motorway,
  - (ii) the maintenance, improvement or reconstruction of the motorway or any adjoining road,
  - (iii) the laying, erection, alteration, or repair of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any electronic communications apparatus as defined in Schedule 2 to the Telecommunications Act 1984(a) in or near the motorway,
  - (iv) the placing, maintenance or removal of any traffic sign in or near the motorway.

(3) In paragraphs 1 and 2—

“bus” has the meaning given in regulation 22 of the Traffic Signs Regulations 2002 (“the 2002 Regulations”)(b);

“bus lane” means the lengths of motorway specified in Schedule 3;

“taxi” has the meaning given in regulation 4 of the 2002 Regulations; and

“motorway” has the meaning given in regulation 3(1) of the Motorways Traffic (England and Wales) Regulations 1982(c).

Signed by the authority of State for Transport

19th March 2014

*Robert Goodwill*  
Parliamentary Under Secretary of State  
Department for Transport

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(a) 1984 c.12; Schedule 2 was amended by the Communications Act 2003 (c. 21), s.106(2), Schedule 3, paragraphs 1 and 2(2).  
 (b) Part 1 of S.I. 2002/3113.  
 (c) S.I. 1982/1163, as amended by S.I. 1992/1364. There are other amendments which are not relevant to these Regulations.

## SCHEDULE 1

Regulation 3

### 60 MILES PER HOUR SPEED LIMIT

#### *LENGTHS OF MOTORWAY FORMING PARTS OF M275 AND M27 AT PORTSMOUTH*

1. The M27 northbound slip road from its junction with the M275 to its junction with the M27 westbound carriageway.
2. The M275 northbound carriageway from a point 175 metres north of the northbound entry slip road from Rudmore roundabout to the M27 northbound slip road.
3. The M275 southbound carriageway from its junction with the M27 southbound slip road to a point 196 metres north of the southbound exit slip to Rudmore roundabout.
4. The M27 southbound slip road from a point 155 metres south-east of the M27 eastbound carriageway to its junction with the M275 southbound carriageway.
5. The M27 northbound slip road from its junction with the M275 northbound carriageway to a point 235 metres south-west of its junction with the M27 eastbound carriageway.
6. The M27 from a point 155 metres south-west of the M27 westbound carriageway to its junction with the M275 southbound carriageway.
7. The entry slip road between a point 340 metres south of the A27 (Paulsgrove) junction and the M27 southbound slip road to the M275 southbound carriageway.
8. The M275 southbound exit slip road from its junction with the M275 southbound carriageway to its junction with the Tipner Interchange roundabout.
9. The M275 southbound entry slip road from a point 75 metres south of its junction with the Tipner Interchange roundabout to its junction with the M275 southbound carriageway.
10. The M275 northbound entry slip road from its junction with the Tipner Interchange roundabout to its junction with the M275 northbound carriageway.
11. The M275 northbound exit slip road from its junction with the M275 northbound carriageway to a point 40 metres south of its junction with the Tipner Interchange roundabout.
12. (All distances are approximate and measured from the junction centre.)

## SCHEDULE 2

Regulation 4

### 50 MILES PER HOUR SPEED LIMIT

#### *LENGTHS OF MOTORWAY FORMING PARTS OF M275 AND M27 AT PORTSMOUTH*

1. The M275 northbound carriageway from its junction with the A3 Mile End Road to a point 175 metres north of its junction with the northbound entry slip road from Rudmore roundabout.
2. The M275 southbound carriageway from a point 196 metres north of its junction with the southbound exit slip to Rudmore roundabout, to its junction with the A3 Mile End Road.
3. The M275 northbound entry slip road between its junction with Rudmore roundabout and a point 306 metres north of that junction, including the exit spur road connecting Whale Island Way to the M275 northbound entry slip road.

4. The M275 southbound exit slip road from its junction with the M275 southbound carriageway to Rudmore roundabout.

5. The slip road from the M27 northbound slip road to a point 60 metres south of the A27 (Paulsgrove) junction.

6. The slip road from a point 155 metres north-east of its junction with the M27 eastbound carriageway to a point 60 metres south of the A27 (Paulsgrove) junction.

7. The slip road between a point 60 metres south of the A27 (Paulsgrove) junction to a point 90 metres east of its junction with the M27 westbound carriageway.

8. (All distances are approximate and measured from the junction centre.)

## SCHEDULE 3

Regulation 5

### THE BUS LANE

#### *LENGTHS OF MOTORWAY FORMING PARTS OF M275 AND M27 AT PORTSMOUTH*

1. The nearside lane of the M275 southbound entry slip road, bounded by a single white line, from a point 50 metres south of the Tipner Interchange roundabout to its junction with the M275 southbound carriageway.

2. The nearside lane of the M275 southbound carriageway, bounded by a single white line, between the Tipner Interchange entry slip road and a point 110 metres north of the Rudmore Roundabout stop lines.

(All distances are approximate and measured from the junction centre.)

### EXPLANATORY NOTE

*(This note is not part of the Regulations)*

These Regulations replace the M275 and M27 Motorway (Speed Limit) Regulations 2005 following the construction of a new junction (the Tipner Interchange) and impose speed limits of 50 m.p.h and 60 m.p.h. on specified lengths and slip roads of the M275 Motorway and the M27 motorway at Portsmouth. It also creates a bus lane on a specified length of the M275 motorway and its southbound entry slip road from the Tipner Interchange. A full regulatory impact assessment has not been produced for this instrument as it has no significant effect on business, charities, voluntary bodies or the public sector.







£4.00

UK201403214 03/2014 19585

<http://www.legislation.gov.uk/id/uksi/2014/790>

ISBN 978-0-11-111261-8



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