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STATUTORY INSTRUMENTS

2015 No. 405

ROAD TRAFFIC, ENGLAND

**The M275 and M27 Motorway (Speed Limit and Bus Lane)
Regulations 2015**

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| <i>Made</i> | - - - - | <i>25th February 2015</i> |
| <i>Laid before Parliament</i> | | <i>2nd March 2015</i> |
| <i>Coming into force</i> | - - | <i>14th April 2015</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 2015 and come into force on 14th April 2015.

Revocation

2. The M275 and M27 Motorway (Speed Limit and Bus Lane) Regulations 2014(c) are revoked.

Interpretation

3. In these Regulations—

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

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

“M275” and “M27” mean the motorways known by those names;

(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. 2014/790.

(d) Part 1 of S.I. 2002/3113.

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

“NHS ambulance service” means an NHS trust or NHS foundation trust established under the National Health Service Act 2006(b) which has a function of providing ambulance services.

Imposition of Speed Limit

4. 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.

5. 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

6.—(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—

- (a) a bus;
- (b) a vehicle being used for police purposes, fire and rescue service purposes, ambulance purposes or for the purpose of providing a response to an emergency at the request of an NHS ambulance service;
- (c) anything done at the direction or with the permission of a police constable in uniform; and
- (d) a vehicle being used in connection with—
 - (i) the removal of any obstruction to traffic on or near the bus lane,
 - (ii) the maintenance, improvement or reconstruction of the bus lane 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(c) in or near the bus lane,
 - (iv) the placing, maintenance or removal of any traffic sign in or near the bus lane.

Signed by authority of the Secretary of State for Transport

25th February 2015

Robert Goodwill
Parliamentary Under Secretary of State
Department for Transport

(a) S.I. 1982/1163, as amended by S.I. 1992/1364. There are other amendments which are not relevant to these Regulations.

(b) 2006 c. 41.

(c) 1984 c.12; Schedule 2 was amended by the Communications Act 2003 (c. 21), s.106(2), Schedule 3, paragraphs 1 and 2(2).

SCHEDULE 1

Regulation 4

60 MILES PER HOUR SPEED LIMIT

LENGTHS OF MOTORWAY FORMING PART OF THE M275 AND M27 AT PORTSMOUTH

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

SCHEDULE 2

Regulation 5

50 MILES PER HOUR SPEED LIMIT

LENGTHS OF MOTORWAY FORMING PART OF THE M275 AND M27 AT PORTSMOUTH

1. The M275 northbound carriageway from the centre point of its junction with the A3 Mile End Road to a point 175 metres north of the centre point of its junction with the northbound entry slip road from Rudmore roundabout.
2. The M275 southbound carriageway from a point 196 metres north of the centre point of its junction with the southbound exit slip road to Rudmore roundabout, to the centre point of its junction with the A3 Mile End Road.

3. The M275 northbound entry slip road between the centre point of 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 the centre point of 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 the centre point 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 the centre point of its junction with the M27 westbound carriageway.

SCHEDULE 3

Regulation 3

THE BUS LANE

LENGTHS OF MOTORWAY FORMING PART OF THE M275 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 the centre point of 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.

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations replace the M275 and M27 Motorway (Speed Limit and Bus Lane) Regulations 2014 (the “2014 Regulations”) and precisely define in Schedules 1-3 the lengths of road on which the speed limit and bus lane restrictions apply. Portsmouth City Council have confirmed that the traffic signs and road markings at the Tipner Interchange accurately reflect these legal limits and the approximation wording that appeared at the end of each Schedule in the 2014 Regulations has therefore been deleted. The opportunity has also been taken to review and update the wording used in Regulation 6(2) in relation to exemptions from the bus lane restriction.

It should be noted that a breach of these Regulations will be an offence under s.17(4) of the Road Traffic Regulation Act 1984 which carries the penalties specified in Schedule 2 to the Road Traffic Offenders Act 1988.

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. An Explanatory memorandum has been prepared and is available alongside the instrument on www.legislation.gov.uk.

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