

This Statutory Instrument has been made to correct errors in S.I.s 2011/909, 2012/985 and 2012/1865 and is being issued free of charge to all known recipients of those Statutory Instruments.

S T A T U T O R Y I N S T R U M E N T S

2013 No. 482

ROAD TRAFFIC

SPECIAL ROADS

**The Managed Motorway (Actively Managed Hard Shoulder and
Variable Speed Limits) (Miscellaneous Amendments)
Regulations 2013**

<i>Made</i> - - - -	<i>4th March 2013</i>
<i>Laid before Parliament</i>	<i>7th March 2013</i>
<i>Coming into force</i> - -	<i>1st April 2013</i>

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

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

Citation and commencement

1. These Regulations may be cited as the Managed Motorway (Actively Managed Hard Shoulder and Variable Speed Limits) (Miscellaneous Amendments) Regulations 2013 and come into force on 1st April 2013.

PART 1

Amendment of Regulations

2. The M1 Motorway (Junctions 25 to 28) (Variable Speed Limits) Regulations 2011(b) are amended in accordance with the provisions of this Part.

(a) 1984. c. 27. Section 17(2) was amended by the New Roads and Street Works Act 1991 (c. 22), Schedule 8, Part 2, paragraph 28(3); section 17(2)(b) was amended by the Road Traffic Act 1991 (c. 40), Schedule 8; section 17(2)(d) was inserted by the Road Traffic Act 1991 (c. 40), Schedule 4, paragraph 25. There are other amendments to sections 17 and 134 which are not relevant to these Regulations.

(b) S.I. 2011/909.

Schedule (Specified Roads)

3. For paragraph 1 of the Schedule, substitute—

“1. The specified roads are—

- (a) the northbound carriageway of the M1 beginning at a point which is 43 metres after marker post 193/6 and ending at a point which is 28 metres after marker post 217/5;
- (b) the carriageways of the northbound slip roads;
- (c) the southbound carriageway of the M1 beginning at a point which is 64 metres after marker post 217/6 and ending at a point which is 15 metres after marker post 193/8; and
- (d) the carriageways of the southbound slip roads.”.

PART 2

Amendment of Regulations

4. The M1 Motorway (Junctions 10 to 13) (Actively Managed Hard Shoulder and Variable Speed Limits) Regulations 2012(a) are amended in accordance with the provisions of this Part.

Schedule 1 (Relevant Roads)

5. For paragraph 1 of Schedule 1, substitute—

“1. The relevant roads are—

- (a) the northbound carriageway of the M1 beginning at a point which is 97 metres after marker post 49/6 and ending at a point which is 90 metres after marker post 71/5; and
- (b) the southbound carriageway of the M1 beginning at a point which is 38 metres after marker post 72/5 and ending at marker post 49/5.”.

Schedule 2 (Specified Roads)

6. For paragraph 1 of Schedule 2, substitute—

“1. The specified roads are—

- (a) the northbound carriageway of the M1 beginning at marker post 50/0 and ending at a point which is 81 metres after marker post 72/8;
- (b) the carriageways of the northbound slip roads;
- (c) the southbound carriageway of the M1 beginning at a point which is 61 metres after marker post 73/9 and ending at marker post 50/0; and
- (d) the carriageways of the southbound slip roads.”.

PART 3

7. The M62 Motorway (Junctions 25 to 30) (Actively Managed Hard Shoulder and Variable Speed Limits) Regulations 2012 (b) are amended in accordance with the provisions of this Part.

(a) S.I. 2012/985.
(b) S.I. 2012/1865.

Schedule 1 (Relevant Roads)

8. For paragraph 1 of Schedule 1, substitute—

“1. The relevant roads are—

- (a) the eastbound carriageway of the M62 between junction 26 and junction 27 beginning at a point which is 72 metres after marker post 102/4 and ending at point which is 33 metres after marker post 105/2;
- (b) the westbound carriageway of the M62 between junction 27 and junction 26 beginning at a point 44 metres after marker post 105/7 and ending at a point 4 metres after marker post 102/1;
- (c) the eastbound carriageway of the M62 between junction 27 and junction 28 beginning at a point 20 metres after marker post 107/9 and ending at a point 85 metres after marker post 111/0;
- (d) the westbound carriageway of the M62 between junction 28 and junction 27 beginning at a point 57 metres after marker post 111/2 and ending at a point 81 metres after marker post 108/4; and
- (e) the eastbound carriageway of the M62 between junction 29 and junction 30 beginning at a point 43 metres after marker post 117/7 and ending at a point 94 metres after marker post 118/9.”.

Schedule 2 (Specified Roads)

9. For paragraph 1(a) of Schedule 2, substitute—

“(a) the eastbound carriageway of the M62 from junction 25 to junction 30 beginning at a point 53 metres after marker post 95/5 and ending at a point 31 metres after marker post 120/3;”.

10. For paragraph 1(d) of Schedule 2, substitute—

“(d) the westbound carriageway of the M62 from junction 30 to junction 25 beginning at a point 23 metres after marker post 120/6 and ending at a point 57 metres after marker post 95/6;”.

Signed by authority of the Secretary of State for Transport

4th March 2013

Stephen Hammond
Parliamentary Under Secretary of State
Department for Transport

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations make amendments to the Schedules to three statutory instruments in relation to the roads on which a vehicle may be driven on the actively managed hard shoulder or which are subject to variable speed limits. The amendments relate to changes to some of the marker posts and the distances in relation to them. In addition, where changes have been made to marker posts references to distances given before marker posts have been deleted. The purpose of the amendments is to correct certain errors in the three statutory instruments. Where amendments have been made to a paragraph in a Schedule these Regulations substitute a new paragraph into the relevant Schedule.

Part 1 makes amendments to the Schedule to the M1 Motorway (Junctions 25 to 28) (Variable Speed Limits) Regulations 2011.

Part 2 makes amendments to both Schedules to the M1 Motorway (Junctions 10 to 13) (Actively Managed Hard Shoulder and Variable Speed Limits) Regulations 2012.

Part 3 makes amendments to both Schedules to the M62 Motorway (Junctions 25-30) (Actively Managed Hard Shoulder and Variable Speed Limits) Regulations 2012.

An impact assessment has not been produced for this instrument as there is no anticipated impact on the private or voluntary sectors. An Explanatory Memorandum is available alongside this instrument on www.legislation.gov.uk.

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