

**2012 No. 2713**

**ROAD TRAFFIC**

**The M50 Motorway (Junctions 2 – 4) (Temporary  
Restriction and Prohibition of Traffic) Order 2012**

*Made* - - - - 24th September 2012

*Coming into force* - - 1st October 2012

WHEREAS the Secretary of State for Transport, being the traffic authority for the M50 Motorway (“the M50”) and connecting roads, is satisfied that traffic on lengths of that motorway and some of those connecting roads, in the Counties of Gloucestershire and Herefordshire, 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) and (7) of the Road Traffic Regulation Act 1984(a) and regulation 16(2) of the Motorway Traffic (England and Wales) Regulations 1982(b), hereby makes the following Order:-

1. This Order may be cited as the M50 Motorway (Junctions 2 – 4) (Temporary Restriction and Prohibition of Traffic) Order 2012 and shall come into force on 1st October 2012.

2. In this Order:

“the first length of motorway” means the –

- (i) westbound carriageway of the M50 from a point 1200 metres west of the centreline of Chapel Pitch overbridge to a point 350 metres west of the centreline of the B4224 underbridge; and
- (ii) eastbound carriageway of the M50 from a point 790 metres east of the its roundabout junction with A449 at Junction 4 to a point 620 metres east of the centreline of Kempsey Road overbridge;

“the second length of motorway” means the –

- (i) the westbound carriageway of the M50 from its junction with the exit slip road at Junction 2 to its roundabout junction with the A449 at Junction 4; and

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(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.

- (ii) the eastbound carriageway of the M50 from its roundabout junction with the A449 at Junction 4 to its junction with the entry slip road at Junction 2;

“the third length of motorway”	means the eastbound and westbound carriageways of the M50 between a point 1400 metres west of the centreline of the B4215 overbridge and a point 950 metres west of the centreline of the B4224 underbridge
“the fourth length of motorway”	means the westbound carriageway of the M50 from a point 500 metres east of the centreline of Revell’s Farm underbridge to a point 30 metres east of the centreline of the B4224 underbridge;
“the fifth length of motorway”	means the eastbound carriageway of the M50 between points 30 metres east of the centreline of the B4224 underbridge to a point 500 metres east of the centreline of Revell’s Farm underbridge;
“the sixth length of motorway”	means the eastbound carriageway of the M50 from a point 950 metres west of the centreline of the B4224 underbridge to a point 1400 metres west of the centreline of the B4215 overbridge;
“the seventh length of motorway”	means the westbound carriageway of the M50 from a point 1575 metres east of the centreline of the B4215 overbridge to a point 950 metres west of the centreline of the B4224 underbridge;
“the first slip road”	means the slip road leading to the westbound carriageway of the M50 at Junction 3;
“the second slip road”	means the slip road leading to the eastbound carriageway of the M50 at Junction 3;
“the third slip road”	means the slip road leading to the westbound carriageway of the M50 at Junction 2;
“the fourth slip road”	means the slip road leading from the westbound carriageway of the M50 at Junction 3;
“the fifth slip road”	means the slip road leading from the eastbound carriageway of the M50 at Junction 3;
“the sixth slip road”	means the slip road leading from the eastbound carriageway of the M50 at Junction 2;
“the Regulations”	means the Motorways Traffic (England and Wales) Regulations 1982(a) ;
“a hard shoulder”	means the hard shoulder, within the meaning of regulation 3(1) (e) of the Regulations, which is adjacent to the third length of motorway;

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(a) S.I. 1982/1163, amended by S.I. 1983/374, 1984/1479, 1992/1364.

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

“the works period” means the period starting at 00.01 hours on Monday 8th October 2012 and ending when the said works have been completed;

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

3. Subject as mentioned in articles 8 and 9, no person shall, during the works period, cause or permit any vehicle to be driven at a speed exceeding 40 miles per hour on the first length of motorway, the first slip road or the second slip road.

4. Subject as mentioned in articles 8 and 9 no person shall, during the works period, cause or permit any vehicle to enter or proceed on the second length of motorway, the first slip road, the second slip road, the third slip road, the fourth slip road, the fifth slip road or the sixth slip road.

5. Subject as mentioned in article 8, no person shall, during the works period, cause or permit any vehicle to enter or proceed in the offside lane of the westbound carriageway of the fourth length of motorway in any direction other than eastwards.

6. Subject as mentioned in article 8, no person shall, during the works period, cause or permit any vehicle to enter or proceed in the offside lane of the eastbound carriageway of the fifth length of motorway in any direction other than westwards.

7. Subject as mentioned in articles 8 and 9, no person shall, during the works period, cause or permit any vehicle with an overall width exceeding 3.25 metres to enter or proceed in the sixth length of motorway or the seventh length of motorway.

8. The provisions of articles 3, 4, 5, 6 and 7 shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs.

9. The provisions of –

(a) articles 3, 4, and 7 shall not apply to any vehicle –

(i) being used for police, fire brigade or ambulance purposes; or

(ii) proceeding at the direction of, or with the permission of, a police constable, or a traffic officer in uniform;

(b) article 3 shall not apply to any vehicle being used for Special Forces purposes; and

(c) articles 4, and 7 shall not apply to any vehicle being used in connection with the said works or by, or with the permission of, a traffic officer in uniform.

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**(b)** S.I. 1986/1078, to which there are amendments not relevant to this Order

**10.** During the works period, regulations 5 and (in so far as it relates to a vehicle being driven) 9 of the Regulations, in respect of a hard shoulder, are hereby suspended at such times and to such extent as may from time to time be indicated by traffic signs.

Signed by authority of the Secretary of State

24th September 2012

*A Slack*  
A Team Leader  
in the Highways Agency