

2013 No. 2455

ROAD TRAFFIC

**The M3 Motorway and the A303 Trunk Road (Junction 8 –
Overton Interchange) (Temporary Restriction and Prohibition of
Traffic) Order 2013**

Made - - - - - *16th September 2013*

Coming into force - - - - - *5th October 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M3 Motorway, the A303 Trunk Road and connecting roads, is satisfied that traffic should be restricted on lengths of that motorway and restricted and prohibited on lengths of that trunk road 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), hereby makes the following Order:-

1. This Order may be cited as the M3 Motorway and the A303 Trunk Road (Junction 8 – Overton Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2013 and shall come into force on 5th October 2013.

2. In this Order:

“the M3” and “the A303” mean, respectively, the M3 Motorway and the A303 Trunk Road in the County of Hampshire;

“the Regulations” means the regulation 16(2) of the Motorways Traffic (England and Wales) Regulations 1982(b);

“the first length of carriageway” means both carriageways of the M3 link roads and both carriageways of the A303 between points 500 metres northeast of Popham Lane underbridge at Junction 8 and 1500 metres west of Overton Interchange underbridge;

“s second length of carriageway” means –

- (i) the eastbound carriageway of the M3 link road between points 170 metres west of its junction with the A30 underbridge and 490 metres west of its junction with the A33 overbridge west of Junction 8, or
- (ii) the westbound carriageway of the M3 link road between points 160 metres west of its junction with the A33 overbridge and 170 metres west of its junction with the A30 underbridge west of Junction 8;

“a motorway hard shoulder” means the hard shoulder, within the meaning of regulation 3(1)(e) of the Regulations, which is adjacent to a second length of carriageway;

(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; amended by S.I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3168, 2004/3258 and 2006/594.

“lay-by” means an area of carriageway, intended for the waiting of vehicles, bounded partly by a road marking on the outer edge of that carriageway complying with diagram 1010 in Schedule 6 to the Traffic Signs Regulations and General Directions 2002(a);

“an A303 lay-by” means –

- (i) the lay-by in the westbound carriageway of the A303 between points 2700 metres and 2500 metres east of Micheldever Interchange underbridge,
- (ii) the lay-by in the westbound carriageway of the A303 between points 20 metres and 200 metres west of Overton Interchange,
- (iii) the lay-by in the eastbound carriageway of the A303 between points 20 metres and 190 metres east of Overton Interchange underbridge, or
- (iv) the lay-by in the eastbound carriageway of the A303 between points 2180 metres and 2430 metres east of Micheldever Interchange;

“recovery vehicle” has the meaning given in the Vehicle Excise and Regulation Act 1944(b);

“overall width” has the meaning given in regulation 3(2) of the Road Vehicles (Construction and Use) Regulation 1986(c);

“abnormal load” means a vehicle having an overall width exceeding 3 metres;

“works” mean vehicle restraint, carriageway repairs and all associated work on the M3 and the A303;

“a first works period” means a period 24 hours starting at 0001 hours on Monday 7th October 2013 or on any subsequent day until 4th April 2015; and

“a second works period” means a period of 8 hours starting at 2100 hours on Monday 7th October 2013 or on any subsequent day until 4th April 2015.

3. Subject as mentioned in articles 5 and 6 below, no person shall, during a first works period cause or permit an abnormal load to enter or proceed in the first length of carriageway or cause or permit any vehicle to enter or proceed in, or wait on, an A303 lay-by.

4. Subject as mentioned in articles 5, 6 and 7 below, no person shall, during a first works period, drive any motor vehicle at a speed exceeding 50 miles per hour on a first length of carriageway or a hard shoulder.

5. The provisions of articles 3 and 4 above shall apply only at such times and to such extent as shall from time to time be indicated by traffic signs.

6. (1) Nothing in article 3 above shall apply to –

- (a) a vehicle being used in connection with the said works;
- (b) a vehicle being used for police, ambulance, fire and rescue authority or traffic officer purposes;
- (c) anything done at the direction of, or with the permission of, a constable or traffic officer in uniform; or
- (d) any vehicle being used for winter maintenance purposes.

(2) Nothing in article 4 above shall apply to a vehicle being used for police, ambulance or fire and rescue authority purposes and to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011(d) when used in accordance with regulation 3(5) of those Regulations.

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

(a) S.I. 2002/3113.

(b) 1994 c.22.

(c) S.I. 1986/1078; to which there are amendments not relevant to this Order.

(d) S.I. 2011/935.

Signed by authority of the Secretary of State for Transport

16th September 2013

T Lyver
A Service Delivery Team Leader
in the Highways Agency