

2014 No. 739

ROAD TRAFFIC

**The M42 and M40 Motorways (M42 Junctions 1 to 8)
(Temporary Restriction and Prohibition of Traffic) (Slip Road)
Order 2014**

Made - - - - - *28th February 2014*

Coming into force - - - - - *7th March 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M42 Motorway (“the M42”) and M40 Motorway (“the M40”) and connecting roads, is satisfied that traffic on lengths of those motorways and some of those connecting roads, in the Counties of Worcestershire, Warwickshire and the Metropolitan Borough of Solihull 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) of the Road Traffic Regulation Act 1984(a) and regulation 16(2) of the Motorways Traffic (England and Wales) Regulations 1982(b), hereby makes the following Order:-

1. This Order may be cited as the M42 and M40 Motorways (M42 Junctions 1 to 8) (Temporary Restriction and Prohibition of Traffic) (Slip Road) Order 2014 and shall come into force on Friday 7th March 2014.

2. In this Order -

“the first length of motorway” means the—

- a) eastbound carriageway of the M42 from a point 300 metres east of the centreline of the B4091 Stourbridge Road underbridge to the centre of the roundabout of the A441 with its slip roads leading to and from Junction 2 of the M42;
- b) westbound carriageway of the M42 from a point 130 metres west of the centreline of the Radford Road underbridge to the centre of the roundabout of the A38 (Birmingham Road) and B4096 (Old Birmingham Road and Alcester Road) with its slip roads leading to and from Junction 1 of the M42;

(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.

- c) eastbound carriageway of the M42 from a point 275 metres north of the Birmingham Road underbridge to the centre of the roundabout of the A435 and its slip roads leading to and from Junction 3 of the M42;
- d) westbound carriageway of the M42 from a point 420 metres north of Forshaw Heath Lane underbridge to the centre of the roundabout of the A441 with its slip roads leading to and from Junction 2 of the M42;
- e) eastbound carriageway of the M42 from the centreline of the Lilley Green Road overbridge to a point 305 metres south of Tithe Barn Hill overbridge;
- f) southbound carriageway of the M42 from a point 200 metres north of Cut Throat Lane overbridge to the centre of the roundabout of the A441 with its slip roads leading to and from Junction 2 of the M42;
- g) northbound carriageway of the M40 from a point 240 metres north of the Spring Lane overbridge to M40 Junction 3a;
- h) westbound carriageway of the M42 from Junction 3a to the centre of the roundabout of the A441 with its slip roads leading to and from Junction 2 of the M42;
- i) northbound carriageway of the M42 from a point 645 metres north of the Kineton Road overbridge to the centre of the roundabout of the A41 and A4141 (Warwick Road) with its slip roads leading to and from Junction 5 of the M42;
- j) southbound carriageway of the M42 from a point 100 metres north of the centreline of the Grand Union Canal to the centre of the roundabout of the A34 and A3400 (Stratford Road) with its slip roads to and from Junction 4 of the M42;
- k) northbound carriageway of the M42 from a point 615 metres south of the centreline of the Blythewood Close footbridge to the centre of the roundabout of the A45, South Way and the National Motorcycle Museum and its slip roads leading to and from Junction 6 of the M42;
- l) southbound carriageway of the M42 from a point 525 metres north of the East Way overbridge to the centre of the roundabout of the A41 and A4141 (Warwick Road) with its slip roads leading to and from Junction 5 of the M42;

“the second length of motorway” means –

- a) lengths of the northbound carriageway of the M42 from its junction with the entry slip road at Junction 1 to its junction with the link road leading to the southbound carriageway of the M6 (M42 Junction 7a); and
- b) lengths of the southbound carriageway of the M42 from its junction with the entry slip road at Junction 6 to its junction with the exit slip at Junction 1;

“a link road”	means – a) any link road leading to or from the M42 at its junction with the M6 (M42 Junction 7a); and b) the link road leading from the southbound carriageway of the M42 at Junction 8 to the northbound carriageway of the M6; c) the link road leading from the eastbound carriageway of the M42 to the northbound carriageway of the M42 at Junction 3a; d) the link road leading from the southbound carriageway of the M42 to the westbound carriageway of the M42 at Junction 3a;
“a slip road”	means any slip road leading to or from the northbound or southbound carriageway of the M42 from Junction 1 to Junction 6 inclusive;
“the Regulations”	means the Motorways Traffic (England and Wales) Regulations 1982;
“a hard shoulder”	means the hard shoulder, within the meaning of Regulation 3(1)(e) of the Regulations, which is adjacent to the second length of motorway;
"the works period"	means the period starting at 20:00 hours on Monday 10th March 2014 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 5 and 6, no person shall, during the works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour on the first length of motorway.

4. Subject as mentioned in articles 5 and 6, no person shall, during the works period, cause or permit any vehicle to enter or proceed on the second length of motorway, the third length of motorway, a link road or a slip road.

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

6. The provisions of –

(a) article 3 shall not apply to any vehicle being used for special forces purposes;

(b) articles 3 and 4 shall not apply to any vehicle being used for police, fire brigade or ambulance purposes; and

(c) article 4 shall not apply to any vehicle –

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

(ii) being used by a traffic officer in uniform; or

(iii) being used in connection with the said works.

7. During the works period, regulations 5 and (in so far 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 may from time to time be indicated by traffic signs.

Signed by authority of the Secretary of State

28th February 2014

E. Davis
A Team Leader
in the Highways Agency