

2012 No. 2653

ROAD TRAFFIC

**The M25 Motorway and the M11 Motorway (M25 Junctions 23
- 27) (Temporary Restriction and Prohibition of Traffic) Order
2012**

Made - - - - *15th October 2012*
Coming into force - - *3rd November 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M25 Motorway, the M11 Motorway and connecting roads, is satisfied that traffic should be restricted and prohibited on lengths of the M25 Motorway and on some of those connecting roads 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 M25 Motorway and the M11 Motorway (Junctions 23 - 27) (Temporary Restriction and Prohibition of Traffic) Order 2012 and shall come into force on 3rd November 2012.

2. In this Order:

“the M25” and “the M11” mean, respectively, the M25 Motorway and the M11 Motorway in the Counties of Hertfordshire and Essex;

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

“the first length of motorway” means both carriageways of the M25 between points 500 metres west of Blanche Lane overbridge west of Junction 23 (A1(M)) at marker post 132.7 and Mount Road overbridge east of Junction 27 (M11) at marker post 162.4 + 50;

“a second length of motorway” means –

- (i) both carriageways of the M25 between Junction 23 (A1(M)) and Junction 25 (A10),
- (ii) both carriageways of the M25 between Junction 25 (A10) and Junction 27 (M11),
- (iii) both carriageways of the M25 between the “off” and “on” slip roads at Junction 23 (A1(M)), Junction 24 (A111/A1005), Junction 25 (A10) and Junction 26 (A121), or
- (iv) the clockwise carriageway of the M25 between the “off” slip road at Junction 27 (M11) and its junction with the link road leading from the northbound carriageway of the M25 at Junction 27;

(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.

“a M25 slip/link road” means any road leading to or from the M25 at Junctions 23, 24, 25, 26 or 27;

“a slip road” means –

- (i) the road leading from the clockwise carriageway of the M25 at Junction 23 (A1(M)/A1081) and the road leading to the anti-clockwise carriageway of the M25 at Junction 23 (A1(M)/A1081),
- (ii) the road leading from the anti-clockwise carriageway of the M25 at Junction 23 (A1(M)/A1081) and the road leading to the clockwise carriageway of the M25 at Junction 23 (A1(M)/A1081),
- (iii) the road leading from the clockwise carriageway of the M25 at Junction 24 (A111/A1005) and the road leading to the anti-clockwise carriageway of the M25 at Junction 24 (A111/A1005),
- (iv) the road leading from the anti-clockwise carriageway of the M25 at Junction 24 (A111/A1005) and the road leading to the clockwise carriageway of the M25 at Junction 24 (A111/A1005),
- (v) the road leading from the clockwise carriageway of the M25 at Junction 25 (A10) and the road leading to the anti-clockwise carriageway of the M25 at Junction 25 (A10),
- (vi) the road leading from the anti-clockwise carriageway of the M25 at Junction 25 (A10) and the road leading to the clockwise carriageway of the M25 at Junction 25 (A10),
- (vii) the road leading from the clockwise carriageway of the M25 at Junction 26 (A121) and the road leading to the anti-clockwise carriageway of the M25 at Junction 26 (A121),
- (viii) the road leading from the anti-clockwise carriageway of the M25 at Junction 26 (A121) and the road leading to the clockwise carriageway of the M25 at Junction 26 (A121), or
- (ix) the road leading from the clockwise carriageway of the M25 at Junction 27 (M11);

“a link road” means –

- (i) the road leading from the southbound carriageway of the M11 to the anti-clockwise carriageway of the M25 at Junction 27,
- (ii) the road leading from the southbound carriageway of the M11 to the clockwise carriageway of the M25 at Junction 27 and the road leading from the anti-clockwise carriageway of the M25 to the northbound and southbound carriageways of the M11 at Junction 6, or
- (iii) the road leading from the northbound carriageway of the M11 to the clockwise and anti-clockwise carriageways of the M25 at Junction 27;

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

“recovery vehicle” has the meaning given in paragraph 5 of Schedule 1 to the Vehicle Excise and Registration Act 1994(b);

“a hard shoulder” means the hard shoulder, within the meaning of regulation 3(1)(e) of the Regulations, which is adjacent to the first length of motorway or a M25 slip/link road;

“specified signs” means –

- (i) signs of the type, colour and size shown in diagram 7103 in Part II of Schedule 12 to the Traffic Signs Regulations and General Directions 2002(c) which comply with the provisions of regulation 56 of those Regulations, or

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

(b) 1994 c.22.

(c) S.I. 2002/3113.

(ii) traffic signs, consisting of temporary vertical safety barriers of a character authorised by the Secretary of State under section 64 of the Road Traffic Regulation Act 1984;

“works” means managed motorway upgrade work on the M25 and the M11 ;

“a first works period” means a period of 24 hours starting at 0001 hours on Monday 5th November 2012 or on any subsequent day until 2nd June 2015;

“a second works period” means a period of –

(i) 7½ hours starting at 2200 hours on Monday 5th November 2012 or on any subsequent day other than a Friday, Saturday or Sunday,

(ii) 7 hours starting at 2300 hours on Friday 9th November 2012 or on any subsequent Friday,

(iii) 8 hours starting at 2200 hours on Saturday 10th November 2012 or on any subsequent Saturday, or

(iv) 7 hours starting at 2230 hours on Sunday 11th November 2012 or on any subsequent Sunday,

until 2nd June 2015,

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 6, 7 and 8, no person shall, during a first works period, cause or permit any vehicle with an overall width exceeding 6 feet 6 inches to enter or proceed in –

(a) any lane other than the nearside lane in a carriageway or length of carriageway, where one or more lanes in that carriageway or length and the hard shoulder adjacent to that carriageway or length are open for use by traffic; or

(b) any lane other than the nearside lane or middle lane of two or more lanes in a carriageway or length of carriageway, where only those lanes are open for use by traffic;

4. Subject as mentioned in articles 6, 7 and 8, no person shall, during a second works period, cause or permit any vehicle to enter or proceed in a second length of motorway, a slip road or a link road;

5. Subject as mentioned in articles 6, 8 and 9(a), no person shall, during a first works period, drive any motor vehicle at a speed exceeding –

(a) 40 miles per hour on the first length of motorway or a M25 slip/link road when that speed is indicated by a traffic sign; or

(b) 50 miles per hour on the first length of motorway or a M25 slip/link road when that speed is indicated by a traffic sign.

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

7. (1) During such times as, pursuant to article 5, movement of traffic is prohibited in one or more lanes of the clockwise carriageway but is not prohibited in any lane of the anti-clockwise carriageway, no person shall cause or permit any vehicle to enter or proceed in the anti-clockwise carriageway other than in such direction that specified signs are at all times on the right hand or offside of the vehicle.

(2) During such times as, pursuant to article 5, movement of traffic is prohibited in one or more lanes of the anti-clockwise carriageway but is not prohibited in any lane of the clockwise carriageway, no person shall cause or permit any vehicle to enter or proceed in the clockwise carriageway other than in such direction that specified signs are at all times on the right hand or offside of the vehicle; or

(3) When pursuant to article 5, movement of traffic is prohibited in one or more lanes in a length of one carriageway but is not prohibited in any lane of the corresponding length of the other carriageway, the provisions of this article with respect to the other carriageway shall apply to that length of that carriageway.

8. (1) Nothing in articles 3 and 4 shall apply to -

(a) a recovery vehicle or 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;
- (d) any vehicle being used for winter maintenance purposes; or
- (e) any vehicle used for the purpose of incident management.

(2) Nothing in article 5 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(a) when used in accordance with regulation 3(5) of those Regulations.

9. During a first works period, the undermentioned provisions of the Regulations are hereby suspended:

- (a) regulations 5 and (insofar as it relates to a vehicle being driven) 9, in respect of a hard shoulder, at such times and to such extent as shall from time to time be indicated by traffic signs; and
- (b) regulation 6(3), in respect of a vehicle being driven clockwise in the anti-clockwise carriageway by virtue of article 6(1)(a), or anti-clockwise in the clockwise carriageway by virtue of article 6(2)(a).

Signed by authority of the Secretary of State for Transport

15th October 2012

P Rix
An Asset Development Team Leader
in the Highways Agency

(a) S.I. 2011/935.