2010 No. 1432

ROAD TRAFFIC

The M25 Motorway (Junctions 20 – 22) (Temporary Restriction and Prohibition of Traffic) Order 2010

Made - - - -	*10th May 2010*
Coming into force - -	*17th May 2010*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M25 Motorway and connecting roads, is satisfied that traffic should be restricted and prohibited on lengths of that 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) and (7) of the Road Traffic Regulation Act 1984(**a**), hereby makes the following Order:-

1. This Order may be cited as the M25 Motorway (Junctions 20 – 22) (Temporary Restriction and Prohibition of Traffic) Order 2010 and shall come into force on 17th May 2010.

2. In this Order:

"the motorway" means the M25 Motorway in the County of Hertfordshire;

"the length of motorway" means the motorway between a point 450 metres southwest of Round Wood overbridge northeast of Junction 20 (A41), at marker post 119/5, and the centre of Radlett Road overbridge west of Junction 22 (A1081/B556), at marker post 126/2;

"the clockwise carriageway" and "the anti-clockwise carriageway" mean, respectively, the clockwise carriageway and the anti-clockwise carriageway of the length of motorway;

"the Regulations" means the Motorways Traffic (England and Wales) Regulations 1982(**b**);

"recovery vehicle" has the meaning given in paragraph 5 of Schedule 1 to the Vehicle Excise and Registration Act 1994(**c**);

"overall width" has the meaning given in regulation 3(2) of the Road Vehicles (Construction and Use) Regulations 1986(**d**);

"a length of carriageway" means –

(i) the clockwise carriageway of the motorway between the exit and entry slip roads at Junction 21A (A405),

(ii) the anti-clockwise carriageway of the motorway between the exit and entry slip roads at Junction 21A (A405),

(**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, 2004/3258.
(**c**) 1994 c.22.
(**d**) S.I. 1986/1078; to which there are amendments not relevant to this Order.

(iii) the clockwise carriageway of the motorway between Junction 21A (A405) and Junction 22 (A1081/B556), or

(iv) the anti-clockwise carriageway of the motorway between Junction 22 (A1081/B556) and Junction 21A (A405);

"a link road" means any road leading to or from the clockwise carriageway of the motorway or to or from the anti-clockwise carriageway of the motorway at Junction 21 (M1);

"a slip road" means any road leading to or from the clockwise carriageway of the motorway or to or from the anti-clockwise carriageway of the motorway at Junction 21A (A405);

"the A1081 slip road" means the road leading to the anti-clockwise carriageway of the motorway from the A1081/B556 at Junction 22;

"a hard shoulder" means the hard shoulder, within the meaning of regulation 3(1)(e) of the Regulations, which is adjacent to the clockwise carriageway, the anti-clockwise carriageway, the carriageway of a link road or the carriageway of a slip 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(**a**) which comply with the provisions of regulation 56 of those Regulations, or

(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 road widening and major maintenance works on the motorway;

"a first period" means a period of 24 hours starting at 0001 hours on Monday 17th May 2010 or on any subsequent day until 16th November 2011;

"a second period" means a period of 7½ hours starting at 2200 hours on Monday 17th May 2010 or on any subsequent day until 16th November 2011;

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, 6 and 8, no person shall, during –

(a) a first period, cause or permit any vehicle to enter or proceed in the clockwise carriageway or the anti-clockwise carriageway; or

(b) a second period, cause or permit any vehicle to enter or proceed in a length of carriageway, a link road, a slip road or the A1081 slip road.

4. Subject as mentioned in articles 5, 8 and 9(a), no person shall, during a first period, drive any motor vehicle at a speed exceeding 50 miles per hour on the clockwise carriageway, the anti-clockwise carriageway, a link road, a slip road or a hard shoulder.

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

6. (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 –

(a) 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; or

(b) vehicle having an overall width exceeding 6 feet 6 inches (2.0 metres) to enter or proceed in the middle lane or the offside lane of the anti-clockwise carriageway.

(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 –

(a) 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

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(**a**) S.I. 2002/3113.

(b) vehicle having an overall width exceeding 6 feet 6 inches (2.0 metres) to enter or proceed in the middle lane or the offside lane of the clockwise carriageway.

(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.

7. Subject as mentioned in articles 5, 8 and 9(a) no person shall, during a first period, cause or permit any vehicle with an overall width exceeding 6 feet 6 inches (2.0 metres) 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 proceeding in the same direction; 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 proceeding in the same direction;

and in this article a reference to a carriageway is a reference to the clockwise carriageway or the anti-clockwise carriageway.

8. (1) Nothing in articles 3, 6(1)(b), 6(2)(b) or 7 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; or

(d) any vehicle being used for winter maintenance purposes.

(2) Nothing in article 4 shall apply to a vehicle being used for police, ambulance or fire and rescue authority purposes.

9. During a first 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

J MARTIN
A Senior Project Manager
in the Highways Agency

10th May 2010