

2011 No. 1697

ROAD TRAFFIC

**The M25 and the M11 Motorways (M25 Junctions 25 – 27 and
M11 Junction 5) (Temporary Restriction and Prohibition of
Traffic) Order 2011**

Made - - - -

4th July 2011

Coming into force - -

23rd July 2011

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 those motorways 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 and the M11 Motorways (M25 Junctions 25 – 27 and M11 Junction 5) (Temporary Restriction and Prohibition of Traffic) Order 2011 and shall come into force on 23rd July 2011.

2. In this Order:

“the M25” and “the M11” mean, respectively, the M25 Motorway and the M11 Motorway in the County of Essex and the London Borough of Enfield;

“the Regulations” means the Motorways Traffic (England and Wales) Regulations 1982(b);

“a first length of anti-clockwise carriageway” means –

- (i) the anti-clockwise carriageway of the M25 between points 400 metres east of Oxleys Wood overbridge (at marker post 154/5) and 600 metres east of Honey Lane underbridge (at marker post 153/5) east of Junction 26 (A121/Honey Lane),
or
- (ii) the anti-clockwise carriageway of the M25 between points 200 metres west of River Lea underbridge (at marker post 149/5) and 1200 metres west of River Lea underbridge (at marker post 148/5) east of Junction 25 (A10 – Great Cambridge Road);

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

“a second length of anti-clockwise carriageway” means –

(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.

- (i) the anti-clockwise carriageway of the M25 at Junction 27 between the link roads leading to the northbound carriageway or the southbound carriageway of the M11 at Junction 6 at Theydon Interchange and the link road leading from the southbound carriageway of the M11 at that interchange, or
- (ii) the anti-clockwise carriageway of the M25 between the slip road leading to the A121/Honey Lane at Junction 26 and the slip road leading from the A121/Honey Lane at that junction;

“a slip/link road” means –

- (i) the slip road leading from the northbound carriageway of the M11 to the A1168 (Chigwell Lane) at Junction 5,
- (ii) the link roads leading from the northbound carriageway of the M11 at Junction 6 to the clockwise carriageway or the anti-clockwise carriageway of the M25 at Junction 27 at Theydon Interchange,
- (iii) the link roads leading from the clockwise carriageway of the M25 at Junction 27 to the northbound carriageway or the southbound carriageway of the M11 at Junction 6 at Theydon Interchange,
- (iv) the link roads leading from the anti-clockwise carriageway of the M25 at Junction 27 to the northbound carriageway or the southbound carriageway of the M11 at Junction 6 at Theydon Interchange,
- (v) the link road leading from the southbound carriageway of the M11 at Junction 6 to the anti-clockwise carriageway of the M25 at Junction 27 at Theydon Interchange,
- (vi) the slip road leading from the clockwise carriageway of the M25 to the A121 and Honey Lane at Junction 26,
- (vii) the slip road leading from the A121 and Honey Lane to the clockwise carriageway of the M25 at Junction 26, or
- (viii) the slip road leading from the anti-clockwise carriageway of the M25 to the A10 (Great Cambridge Road) at Junction 25;

“works” mean resurfacing, road marking, loop cutting and road stud installation work on the M25 and the M11; and

“a works period” means a period of –

- (i) 7½ hours starting at 2200 hours on Monday 25th July 2011 or on any subsequent day other than a Friday, Saturday or Sunday,
- (ii) 7 hours starting at 2300 hours on Friday 29th July 2011 or on any subsequent Friday,
- (iii) 8 hours starting at 2200 hours on Saturday 30th July 2011 or on any subsequent Saturday, or
- (iv) 7 hours starting at 2230 hours on Sunday 31st July 2011 or on any subsequent Sunday,

until 22nd January 2013.

3. Subject as mentioned in articles 5 and 6 below, no person shall, during a works period, cause or permit any vehicle to enter or proceed in a second length of anti-clockwise carriageway or a slip/link road.

4. Subject as mentioned in articles 5, 6 and 7 below, no person shall, during a works period, drive any motor vehicle at a speed exceeding 50 miles per hour on a first length of anti-clockwise 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, traffic officer or fire and rescue authority 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) Regulation 2011(a) when used in accordance with regulation 3 (5) of those Regulations.

7. During a 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.

Signed by authority of the Secretary of State for Transport

4th July 2011

F Cluett
A Regional Performance Manager
in the Highways Agency

(a) S.I. 2011/935.