

2012 No. 3244

ROAD TRAFFIC

**The M25 Motorway (Junctions 9 – 10) (Temporary Restriction
and Prohibition of Traffic) Order 2012**

Made - - - - 17th December 2012

Coming into force - - 5th January 2013

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 a length of that motorway and on some of those connecting roads because works are proposed to be executed on and near the road:

NOW, THEREFORE, the Secretary of State, in exercise of the powers conferred by sections 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 (Junctions 9 – 10) (Temporary Restriction and Prohibition of Traffic) Order 2012 and shall come into force on 5th January 2013.

2. In this Order:

(a) “the motorway” means the M25 Motorway in the County of Surrey;

“the length of motorway” means the motorway between a point 280 metres east of Cobham Road overbridge (Stoke D’Abernon bridge) west of Junction 9 (A243), at marker post 66/5, and a point 333 metres west of Hatchford Park overbridge east of Junction 10 (A3), at marker post 71/5;

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

“the temporary carriageway” means the carriageway of the motorway authorised to be provided by the M25 Motorway (Cobham Motorway Service Area Temporary Special Road) Scheme 2011(b);

“a slip road” means any road leading to or from the temporary carriageway;

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

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

(a) 1984 c.27; new sections 14 and 15 were substituted by the Road Traffic (Temporary Restrictions) Act 1991 (c.26), section 1(1) and Schedule 1; and section 122A was inserted by the New Roads and Street Works Act 1991 (c.22), section 24.

(b) S.I. 2011/248.

(c) 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.

(d) 1994 c.22.

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

“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 temporary carriageway 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(b) 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 to complete the construction of and maintain the new service area and associated roads on and near the motorway;

“the works period” means the period starting on Monday 7th January 2013 and ending on 4th July 2014;

“an access road” means any road leading to or from the clockwise carriageway, to or from the anti-clockwise carriageway or to or from the temporary carriageway to or from the new service area;

- (b) lanes in a carriageway are numbered consecutively from the left hand or nearside lane (lane 1); and
- (c) 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 the works period, cause or permit any vehicle -

- (a) to enter or proceed in the clockwise carriageway or the anti-clockwise carriageway; or
- (b) to enter or proceed in an access road.

4. Subject as mentioned in articles 5, 8 and 9(a), no person shall, during the works period, drive any motor vehicle at a speed exceeding 50 miles per hour on the clockwise carriageway, the anti-clockwise carriageway, the temporary carriageway, a slip road, an access 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 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
- (b) vehicle having an overall width exceeding 6 feet 6 inches (2.0 metres) to enter or proceed in the clockwise carriageway.

(a) S.I. 1986/1078; to which there are amendments not relevant to this Order.
(b) S.I. 2002/3113.

(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 the works 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 lane 1 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 lane 1 or lane 2 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, the anti-clockwise carriageway, the temporary carriageway or the carriageway of a slip road.

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 3(b) shall apply to a vehicle being used by authorised visitors to the new service area or to a vehicle being used by staff connected with the said works or with the new service area.

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

9. During the 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

17th December 2012

M Potts
A Senior Manager
in the Highways Agency