

2014 No. 2202

ROAD TRAFFIC

**The A13 and the A1089 Trunk Roads and the M25 Motorway
(A13 Dumb-Bell Interchange - Baker Street Interchange, A1089
Marshfoot Interchange - Baker Street Interchange and M25
Junctions 29 and 30) (Temporary Prohibition of Traffic) Order
2014**

Made - - - - *4th August 2014*
Coming into force - - *24th August 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A13 and A1089 Trunk Road and M25 Motorway and connecting roads, is satisfied that traffic should be prohibited on lengths of that road 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 A13 and the A1089 Trunk Roads and the M25 Motorway (A13 Dumb-Bell Interchange - Baker Street Interchange, A1089 Marshfoot Interchange - Baker Street Interchange and M25 Junctions 29 and 30) (Temporary Prohibition of Traffic) Order 2014 and shall come into force on 24th August 2014.

2. In this Order:

“the M25”, “the A13” and “the A1089” mean, respectively, the M25 Motorway, the A13 and the A1089 Trunk Roads in the County of Essex;

“the first length of carriageway” means the northbound carriageway of the A1089 between the tip of the nosing of the exit slip road at Marshfoot Interchange (A126) and a point 300 metres south of the A13 overbridge;

“the second length of carriageway” means the westbound carriageway of the A13 between the tip of the nosing of the exit link road at Baker Street Interchange (A1089) and the tip of the nosing of the entry slip road at Dumb-bell Interchange (A126);

“the third length of carriageway” means the eastbound carriageway of the A13 between the tip of the nosing at the exit slip road at Dumb-Bell Interchange (A126) and the tip of the nosing of the entry slip road at Baker Street Interchange (A1089);

“a slip road” 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.

- (i) the road leading to the northbound carriageway of the A1089 at Marshfoot Interchange (A126),
- (ii) any roads leading to or from the second length of carriageway or the third length of carriageway;
- (iii) any roads leading to or from the westbound or the eastbound carriageway of the A13 at M25 Junction 30,
- (iv) any roads leading to or from the clockwise or anti-clockwise carriageway of the M25 at Junction 30,
- (v) the road leading to the northbound link road between M25 Junctions 31 and 30 from the anti-clockwise carriageway of the M25/A282,
- (vi) the road leading from the southbound link road between M25 Junctions 30 and 31 to the clockwise carriageway of the M25/A282,
- (vii) any roads leading to or from the clockwise or the anti-clockwise carriageway of the M25 at Junction 29, or
- (viii) any roads leading to or from the westbound or the eastbound carriageway of the A127 at M25 Junction 29;

“a link road” means –

- (i) any roads leading to or from the westbound carriageway or the eastbound carriageway of the A13 at the Baker Street Interchange (A1089),
- (ii) the northbound road leading from the M25 Junction 31 roundabout to the M25 Junction 30 roundabout, or
- (iii) the southbound road leading from the M25 Junction 30 roundabout to the M25 Junction 31 roundabout;

“a section of roundabout” means –

- (i) at M25 Junction 30:
 - (a) from the tip of the nosing of the entry slip road to the westbound carriageway of the A13 to the tip of the nosing of the exit slip road from the clockwise carriageway of the M25,
 - (b) from the tip of the nosing of the entry slip road to the anti-clockwise carriageway of the M25 to the tip of the nosing of the exit slip road from the westbound carriageway of the A13,
 - (c) from the tip of the nosing of the entry slip road to the eastbound carriageway of the A13 to the tip of the nosing of the exit slip road from the anti-clockwise carriageway of the M25, or
 - (d) from the tip of the nosing of the entry slip road to the clockwise carriageway of the M25 to the tip of the nosing of the exit slip road from the eastbound carriageway of the A13;
- (ii) at M25 Junction 29,
 - (a) from the tip of the nosing of the entry slip road to the westbound carriageway of the A127 to the tip of the nosing of the exit slip road from the clockwise carriageway of the M25,
 - (b) from the tip of the nosing of the entry slip road to the anti-clockwise carriageway of the M25 to the tip of the nosing of the exit slip road from the westbound carriageway of the A127,
 - (c) from the tip of the nosing of the entry slip road to the eastbound carriageway of the A127 to the tip of the nosing of the exit slip road from the anti-clockwise carriageway of the M25, or
 - (d) from the tip of the nosing of the entry slip road to the clockwise carriageway of the M25 to the tip of the nosing of the exit slip road from the eastbound carriageway of the A127;

“lay-by” means an area of carriageway, intended for the waiting of vehicles, bounded partly by a road marking on the outer edge of that carriageway complying with diagram 1010 in Schedule 6 to the Traffic Signs Regulations and General Directions 2002(a);

(a) S.I. 2002/3113.

“an A1089 lay-by” means the lay-by adjacent to the northbound carriageway of the A1089 between points 1200 and 1400 metres north of the A126 Marshfoot Road overbridge;

“an A13 lay-by” means –

- (i) the lay-by adjacent to the westbound carriageway of the A13 between points 200 and 400 metres east of the B186 Pilgrims Lane Overbridge,
- (ii) the lay-by adjacent to the westbound carriageway of the A13 between points 500 and 700 metres east of the Stifford Clays Road overbridge, or
- (iii) the layby adjacent to the eastbound carriageway of the A13 between points 300 and 500 metres east of the Pilgrims Lane Overbridge;

“works” mean carriageway resurfacing, crack sealing, road markings, reinstatement of studs, bridge work, inspections and all associated carriageway works; and

“a works period” means a period of –

- (i) 7½ hours starting at 2200 hours on Tuesday 26th August 2014 or on any subsequent day other than a Friday, Saturday or Sunday,
- (ii) 7 hours starting at 2300 hours on Friday 29th August 2014 or on any subsequent Friday,
- (iii) 8 hours starting at 2200 hours on Saturday 30th August 2014 or on any subsequent Saturday, or
- (iv) 7 hours starting at 2230 hours on Sunday 31st August 2014 or on any subsequent Sunday,

until Wednesday 23rd February 2016.

3. Subject as mentioned in articles 4 below, no person shall, during a works period -

- (a) cause or permit any vehicle to enter or proceed in, or wait on, an A1089 lay-by or an A13 lay-by, or
- (b) permit any vehicle to enter or proceed in the first length of carriageway, the second length of carriageway, the third length of carriageway, a slip road, a link road or a section of roundabout.

4. The provisions of articles 3 above shall apply only at such times and to such extent as shall from time to time be indicated by traffic signs, above shall not apply to -

- (a) 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) a vehicle proceeding in the first length of the carriageway, the second length of carriageway, the third length of carriageway or a section of roundabout to or from premises accessible from, and only from, that road to such extent as shall be indicated by traffic signs.

Signed by authority of the Secretary of State for Transport

4th August 2014

M McMahon
An Asset Development Team Leader
in the Highways Agency