

2014 No. 1170

ROAD TRAFFIC

The M25 and M3 Motorways (M25 Junctions 12 – 14 and M3 Junction 2) (Temporary Restriction and Prohibition of Traffic) Order 2014

Made - - - - *21st April 2014*
Coming into force - - *10th May 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M25 and M3 Motorways and connecting roads, is satisfied that traffic should be restricted and prohibited on lengths of that road and 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 and M3 Motorways (M25 Junctions 12 – 14 and M3 Junction 2) (Temporary Restriction and Prohibition of Traffic) Order 2014 and shall come into force on 10th May 2014.

2. In this Order:

“the M25” and “the M3”, mean respectively, the M25 motorway and the M3 motorway in the Counties of Surrey and Berkshire;

“the first length of motorway” means both carriageways of the M25 between points 1500 metres south of Junction 12 and 1500 metres north of Junction 14;

“the second length of motorway” means both carriageways of the M3 between point 1500 metres west of Junction 2 and 1500 metres east of Junction 2;

“the third length of motorway” means both carriageways of the M25 between the tip of the nosing of the ‘off’ slip roads and the tip of the nosing of the ‘on’ slip roads at Junction 12;

“the fourth length of motorway” means both carriageways of the M25 between the tip of the nosing of the ‘off’ slip roads and the tip of the nosing of the ‘on’ slip roads at Junction 13;

“the fifth length of motorway” means both carriageways of the M25 between the tip of the nosing of the ‘off’ slip roads and the tip of the nosing of the ‘on’ slip roads at Junction 14;

“a slip road” means –

- (i) the road leading to the anti-clockwise carriageway of the M25 at Junction 14,
- (ii) the road leading from the clockwise carriageway of the M25 at Junction 14,
- (iii) the road leading from the westbound carriageway of the M25 Heathrow Terminal 5 Spur Road to the anti-clockwise carriageway of the M25 at Junction 14,

(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.

- (iv) the road leading from the clockwise carriageway of the M25 at Junction 14 to the eastbound carriageway of the M25 Heathrow Terminal 5 Spur Road,
- (v) the road leading to the anti-clockwise carriageway of the M25 at Junction 13,
- (vi) the road leading from the clockwise carriageway of the M25 at Junction 13,
- (vii) the road leading to the clockwise carriageway of the M25 at Junction 13, or
- (viii) the road leading from the anti-clockwise carriageway of the M25 at Junction 13;

“a link road” means –

- (i) the road leading from the westbound carriageway of the M3 to the clockwise carriageway of the M25 at M3 Junction 2,
- (ii) the road leading from the westbound carriageway of the M3 to the anti-clockwise carriageway of the M25 at M3 Junction 2,
- (iii) the road leading from the eastbound carriageway of the M3 to the clockwise carriageway of the M25 at M3 Junction 2,
- (iv) the road leading from the eastbound carriageway of the M3 to the anti-clockwise carriageway of the M25 at M3 Junction 2,
- (v) the road leading from the anti-clockwise carriageway of the M25 to the eastbound carriageway of the M3 at M25 Junction 12, or
- (vi) the road leading from the anti-clockwise carriageway of the M25 to the westbound carriageway of the M3 at M25 Junction 12;

“works” mean signal and technology repairs and replacements and all associated technology-related work; and

“a works period” means a period of –

- (i) 7½ hours starting at 2200 hours on Monday 12th May 2014 or on any subsequent day other than a Friday, Saturday or Sunday,
- (ii) 7 hours starting at 2300 hours on Friday 16th May 2014 or on any subsequent Friday,
- (iii) 8 hours starting at 2200 hours on Saturday 17th May 2014 or on any subsequent Saturday, or
- (iv) 7 hours starting at 2230 hours on Sunday 18th May 2014 or on any subsequent Sunday,

until 9th November 2015.

3. Subject as mentioned in articles 5 and 6 below, no person shall, during the works period, cause or permit any vehicle to enter or proceed in a slip road, a link road, the third length of motorway, the fourth length of motorway and the fifth length of motorway.

4. Subject as mentioned in articles 5 and 6 below, no person shall, during the works period, drive any motor vehicle at a speed exceeding 50 miles per hour on the first length of motorway and the second length of motorway.

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, 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 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 Exemption (Special Forces) (Variation and Amendment) Regulations 2011(a) when used in accordance with regulation 3(5) of those Regulations.

Signed by authority of the Secretary of State for Transport

21st April 2014

M McMahon
A Asset Development Team Leader
in the Highways Agency

(a) S.I. 2011/935.