

2014 No. 718

ROAD TRAFFIC

**The M25 and M26 Motorway (Junctions 5 and 2) (Temporary
Restriction and Prohibition of Traffic) Order 2014**

Made - - - - *10th March 2014*
Coming into force - - *29th March 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M25, M26 Motorway and connecting roads in the county of Kent, is satisfied that traffic should be restricted and prohibited on lengths of the motorway 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 M26 Motorway (Junctions 5 and 2) (Temporary Restriction and Prohibition of Traffic) Order 2014 and shall come into force on 29th march 2014.

2. In this Order:

“the M25” means the M25 Motorway in the County of Kent;

“the M26” means the M26 Motorway in the County of Kent;

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

“the first length of carriageway” means the clockwise carriageway of the M25 between points 550 metres north of the Andrews Wood overbridge and 200 metres south of the Pilgrims Way overbridge;

“the second length of carriageway” means the clockwise carriageway of the M25 between Junction 4 and Junction 5 (A21);

“the third length of carriageway” means the eastbound carriageway of the M26 between Junction 1, at its junction with the anti-clockwise carriageway of the M25 at Junction 5 and Junction 2a (A20);

“a slip road means” means –

- (i) the road leading to the clockwise carriageway of the M25 at Junction 4,
or
- (ii) the road leading to the westbound A2 at junction 2 of the M25 roundabout;

“a link road” means –

- (i) the road leading from the anti-clockwise carriageway of the M25 at Junction 5 to the spur road leading to the southbound carriageway of the A21 near Bessels Green, or
- (ii) the road leading from the clockwise carriageway of the M25 at junction 2 to the westbound carriageway of the A2;

(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, 1996/3053, 2004/3168, 2004/3258 and 2006/594.

“a spur road” means -

- (i) the southbound carriageway of the M25 road at Junction 5 (leading to the A21) from its junction with the clockwise carriageway of the M25 to a point with the A21 Westerham overbridge;

“a hard shoulder” means the hard shoulder, within the meaning of regulation 3(1)(e) of the Regulations, which is adjacent to the first length of carriageway of the M25 between points 500 metres north of the Polhill Bridleway overbridge and 200 metres south of the Pilgrims Way overbridge

“works” mean carriageway resurfacing, retexturing, road markings, stud replacements and all associated carriageway work; and

“a works period” means a period of –

- (i) 7½ hours starting at 22:00 hours on Monday 31st March 2014 or on any subsequent day other than a Friday, Saturday or Sunday,
- (ii) 7 hours starting at 22:00 hours on Friday 4th April 2014 or on any subsequent Friday,

until 28th September 2015.

3. Subject as mentioned in articles 5 (2) and 6 below no person shall during a works period, drive any motor vehicle at a speed exceeding 50 miles per hour on the first length of carriageway or a hard shoulder.

4. Subject as mentioned in articles 5 (1) below, no person shall, during a works period cause or permit any vehicle to enter or proceed in a length of carriageway, a slip, a link or spur road.

5. (1) The provisions of article 4 above shall apply only at such times and to such extent as shall from time to time be indicated by traffic signs and shall not 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 3 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) Regulations 2011(a) when used in accordance with regulation 3(5) of those Regulations.

6. 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

10th March 2014

M McMahon
A Service Delivery Team Leader
in the Highways Agency

(a) S.I. 2011/935.