STATUTORY INSTRUMENTS

# 2010 No. 2008

# ROAD TRAFFIC

## The M25 Motorway (Holmesdale Tunnel) (Temporary Restriction and Prohibition of Traffic) Order 2010

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| *Made - - - -* | *26th July 2010* |
| *Coming into force - -* | *1st August 2010* |

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 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 Motorway (Holmesdale Tunnel) (Temporary Restriction and Prohibition of Traffic) Order 2010 and shall come into force on 1st August 2010 and shall apply for a period of twelve months.

**2.** In this Order:

"the M25" means the M25 Motorway between points 1.9 kilometres west of the western portal of Holmesdale Tunnel and 1.1 kilometres east of the eastern portal of Holmesdale Tunnel in the London Borough of Enfield;

"the clockwise carriageway" and "the anti-clockwise carriageway" mean, respectively, the clockwise carriageway and the anti-clockwise carriageway of the M25 between marker post 146.4 and marker post 148.9;

"a slip road" means –

(i) the road leading to the clockwise carriageway of the M25 from the A10 at Junction 25, or

(ii) the road leading from the anti-clockwise carriageway of the M25 to the A10 at Junction 25;

"the Regulations" means the Motorway Traffic (England and Wales) Regulations 1982(**b**);

"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 of the M25 or the anti-clockwise carriageway of the M25;

"works" means essential tunnel maintenance work on the M25;

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(**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.

"a works period" means a period of –

(i) 7 hours starting at 2230 hours on Sunday 1st August 2010 or on any subsequent Sunday,

(ii) 7½ hours starting at 2200 hours on Monday 2nd August 2010 or on any subsequent day other than a Friday, Saturday or Sunday,

(iii) 7 hours starting at 2300 hours on Friday 6th August 2010 or on any subsequent Friday, or

(iv) 8 hours starting at 2200 hours on Saturday 7th August 2010 or on any subsequent Saturday,

until Sunday 31st July 2011;

and 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 7, no person shall, during a works period, cause or permit any vehicle to enter or proceed in the clockwise carriageway, the anti-clockwise carriageway or a slip road.

**4.** Subject as mentioned in articles 5, 7 and 8(a), no person shall, during a works period, drive any motor vehicle at a speed exceeding

(a) 50 miles per hour on the M25 or a hard shoulder when that speed is indicated by a traffic sign;

(b) 40 miles per hour on the M25 or a hard shoulder when that speed is indicated by a traffic sign; or

(c) 30 miles per hour on the M25 or a hard shoulder when that speed is indicated by a traffic sign.

**5.** The provisions of articles 3, 4, and 6 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 the clockwise carriageway but is not prohibited in the anti-clockwise carriageway, no person shall cause or permit any vehicle –

(a) to enter or proceed in the offside lane of the anti-clockwise carriageway in any direction other than clockwise; or

(b) to overtake any other moving vehicle in the anti-clockwise carriageway.

(2) During such times as, pursuant to article 5, movement of traffic is prohibited in the anti-clockwise carriageway but is not prohibited in the clockwise carriageway, no person shall cause or permit any vehicle –

(a) to enter or proceed in the offside lane of the clockwise carriageway in any direction other than anti-clockwise; or

(b) to overtake any other moving vehicle in the clockwise carriageway.

(3) When, pursuant to article 5, movement of traffic is prohibited in a length of one carriageway but is not prohibited in the corresponding length of the other carriageway, the provisions of this article with respect to that other carriageway shall apply to that length of that carriageway.

**7.**—(1) Nothing in article 3 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 articles 4, 6(1)(b) or 6(2)(b) shall apply to a vehicle being used for police, ambulance or fire and rescue authority purposes.

**8.** During a 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

*P RIX*
A Deputy Area Performance Manager
in the Highways Agency

26th July 2010