

SCHEDULE

Regulation 4(2)(a)

1. The specified roads are—
 - (a) that length of the clockwise carriageway of the M25 beginning at the start of the northern parapet railing of the western bridge over the circulatory carriageway of the A1 at junction 23 and ending at the start of the northern parapet railing of the bridge over the carriageway of the M11 at junction 27;
 - (b) that length of the anti-clockwise carriageway of the M25 beginning at the start of the southern parapet railing of the bridge over the carriageway of the M11 at junction 27 and ending at the start of the southern parapet railing of the eastern bridge over the circulatory carriageway of the A1 at junction 23;
 - (c) the carriageways of the clockwise slip roads;
 - (d) the carriageways of the anti-clockwise slip roads; and
 - (e) the linking carriageways.
2. Any reference in this Schedule to—
 - (a) the letter “M” followed by a number or a number followed by the letter “M” in brackets is a reference to the motorway known by that name;
 - (b) the letter “A” followed by a number is a reference to the road known by that name; and
 - (c) a junction followed by a number is (unless the context otherwise requires) a reference to the junction of the M25 of that number.
3. In this Schedule—

“on-slip road” means a slip road intended for use of traffic entering the M25;

“off-slip road” means a slip road intended for use of traffic exiting the M25; and

“linking carriageway” is a reference to a carriageway (or specified length of the carriageway) linking a part of the M25 to another motorway.
4. The clockwise slip roads are—
 - (a) the on-slip roads which connect—
 - (i) the A1 with the clockwise carriageway of the M25 at junction 23;
 - (ii) the A111 with the clockwise carriageway of the M25 at junction 24;
 - (iii) the A10 with the clockwise carriageway of the M25 at junction 25; and
 - (iv) the A121 with the clockwise carriageway of the M25 at junction 26.
 - (b) the off-slip roads which connect the clockwise carriageway of the M25—
 - (i) at junction 24 with the A111;
 - (ii) at junction 25 with the A10; and
 - (iii) at junction 26 with the A121.
5. The anti-clockwise slip roads are—
 - (a) the on-slip roads which connect—
 - (i) the A111 with the anti-clockwise carriageway of the M25 at junction 24;
 - (ii) the A10 with the anti-clockwise carriageway of the M25 at junction 25; and
 - (iii) the A121 with the anti-clockwise carriageway of the M25 at junction 26.
 - (b) the off-slip roads which connect the anti-clockwise carriageway of the M25—
 - (i) at junction 23 with the A1;

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- (ii) at junction 24 with the A111;
- (iii) at junction 25 with the A10; and
- (iv) at junction 26 with the A121.

6. The linking carriageways are—

- (a) at junction 27, the carriageway beginning at the diverge from the M25 clockwise and ending where the carriageway divides into separate linking carriageways to the M11 northbound and M11 southbound;
- (b) at junction 27, the carriageway from the M11 southbound, beginning at the diverge from the linking carriageway to the M25 clockwise and ending at the merge with the M25 anti-clockwise; and
- (c) at junction 27, the carriageway from the M11 northbound, beginning at the diverge from the linking carriageway to the M25 clockwise and ending at the merge with the M25 anti-clockwise.