

SCHEDULE

Regulation 3(2)(a)

THE SPECIFIED ROADS

1. The specified roads are—
 - (a) that length of the southbound carriageway of the M23 beginning at junction 8 at the southern end of the parapet railing of the bridge carrying the southbound carriageway of the M23 over the M25 and ending at junction 10 at the northern edge of the northern bridge of Crawley Interchange;
 - (b) that length of the northbound carriageway of the M23 beginning at junction 10 at the southern edge of the southern bridge of Crawley Interchange and ending at junction 8 at a point 50 metres north of the tip of the nose where the carriageway to the clockwise and anti-clockwise carriageways of the M25 at junction 7 of the M25 diverges from the northbound carriageway of the M23; and
 - (c) the roads, or the specified lengths of the roads (as the case may be) referred to in paragraph 4.
2. Any reference in this Schedule to—
 - (a) the letter “M” followed by a number 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 a reference to the junction of the M23 of that number save where a contrary intention appears.
3. In this Schedule—

“Crawley Interchange” means the circulatory interchange at junction 10;

“nose” means a paved piece of land approximately triangular in shape which is marked with road markings of a type shown in diagram 1042 in Part 6 of Schedule 9 to the 2016 Regulations and Directions;

“off-slip road” means a road intended for the use of traffic exiting the M23;

“on-slip road” means a road intended for the use of traffic entering the M23; and

“tip” means the point at the most acute angle of a nose.
4. The roads, or specified lengths of roads, (as the case may be) to which this paragraph refers are—
 - (a) at junction 8—
 - (i) that length of the carriageway from the northbound carriageway of the M23 to the clockwise and anti-clockwise carriageways of the M25 at junction 7 of the M25 beginning at the diverge from the northbound carriageway of the M23 to the point where the carriageways to the clockwise and anti-clockwise carriageways of the M25 diverge then continuing from that point on the carriageway to the clockwise carriageway of the M25 and ending at the point where the carriageway merges with the carriageway from the southbound carriageway of the M23 to the clockwise carriageway of the M25; and
 - (ii) that length of the carriageway from the northbound carriageway of the M23 to the anti-clockwise carriageway of the M25 at junction 7 of the M25 beginning at the point where the carriageway diverges from the carriageway referred to in paragraph (i) and ending at the point where the carriageway merges with the carriageway from the southbound carriageway of the M23 to the anti-clockwise carriageway of the M25;

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- (b) at junction 9 the roads connecting the northbound and southbound carriageways of the M23 with the circulatory interchange at that junction;
- (c) at junction 10 the off-slip road from the southbound carriageways of the M23 to Crawley Interchange and the on-slip road from Crawley Interchange to the northbound carriageway of the M23; and
- (d) at junction 7 of the M25—
 - (i) that length of the carriageway from the clockwise carriageway of the M25 to the southbound carriageway of the M23 at junction 8 beginning at the point where the carriageway to the southbound carriageway of the M23 diverges from the carriageway to the northbound carriageway of the M23 and ending at the merge with the southbound carriageway of the M23; and
 - (ii) that length of the carriageway from the anti-clockwise carriageway of the M25 at junction 7 to the northbound and southbound carriageways of the M23 at junction 8 beginning at the diverge from the anti-clockwise carriageway of the M25 to the point where the carriageways to the northbound and southbound carriageways of the M23 diverge and ending at the merge with the southbound carriageway of the M23.