STATUTORY INSTRUMENTS

1978 No. 330

HIGHWAYS, ENGLAND AND WALES

The M25 Motorway (A10 to M11 Section) and Connecting Roads Scheme 1978

Made - - - - 1*st March* 1978

Coming into Operation 17*th March* 1978

The Secretary of State for Transport makes this Scheme in exercise of powers conferred by sections 11, 12, 14 and 20 of the Highways Act 1959(a) and now vested in him(b) and of all other enabling powers:—

1. The Secretary of State is authorised to provide for the use of traffic of Classes I and II of the classes of traffic set out in Schedule 4 to the Highways Act 1959, as amended(c)—

(*a*) a special road along the route described in Schedule 1 to this Scheme (this special road being in this Scheme referred to as "the Motorway"), and

(*b*) special roads along the routes described in Schedule 2 to this Scheme for the purposes of connecting the Motorway with other highways at the places stated in that Schedule (these special roads being in this Scheme referred to as "the Connecting Roads").

2. The centre lines of the special roads are indicated by heavy black lines on the deposited plan.

3. The special roads shall become trunk roads on the date when this Scheme comes into operation.

4. The Secretary of State is also authorised to construct as part of the Motorway the bridge specified in Schedule 3 to this Scheme.

5. In this Scheme:—

"the deposited plan"	means the plan folio numbered HA 11/1 EC26, marked "The M25 Motorway (A10 to M11 Section) and Connecting Roads Scheme 1978", signed by authority of the Secretary of State and deposited at the Department of Transport, St. Christopher House, Southwark Street, London SE1;

(a) 1959 c. 25. (b) S.I. 1970/1681. (c) S.I. 1971/1156.

NOTE. This Scheme was published in draft under the title "The M16 Motorway (A10 to M11 Section) and Connecting Roads Scheme 197 ".

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"the special roads"	means all the special roads which the Secretary of State is authorised by this Scheme to provide; and
"the Motorway" and "the Connecting Roads"	have the meanings given in Article 1 of this Scheme.

6. This Scheme shall come into operation on 17th March 1978 and may be cited as the M25 Motorway (A10 to M11 Section) and Connecting Roads Scheme 1978.

H. W. Marshall,
Regional Director,
Eastern Region,
Department of Transport.

Signed by authority of the Secretary of State

1st March 1978.

SCHEDULE 1

ROUTE OF THE MOTORWAY

A route about 13.06 kilometres in length commencing at a point on the A10 London–Cambridge–Kings Lynn Trunk Road in the London Borough of Enfield about 370 metres north of its junction with Bullsmoor Lane (A105) and proceeding generally eastwards to the south of Waltham Cross and Waltham Abbey crossing Honey Lane (A121) and then in a north-easterly direction to the south-east of Upshire crossing the A11 London–Norwich Trunk Road at Bell Common and then south-easterly to cross the M11 Motorway at a point 280 metres due north of Garnish Hall to terminate at a point 160 metres east of the M11 Motorway aforesaid, in the County of Essex.

SCHEDULE 2

ROUTES OF THE CONNECTING ROADS

1. *Junction with the London–Cambridge–Kings Lynn Trunk Road A10 north of Bullsmoor Lane*

Two routes to connect the eastbound and westbound carriageways of the Motorway with a roundabout to be constructed on the A10 Trunk Road north of Bullsmoor Lane (the special roads along these routes being respectively numbered 1 and 2 on the deposited plan).