STATUTORY INSTRUMENTS

1981 No. 102

HIGHWAYS, ENGLAND AND WALES

The M25 Motorway (Swanley to Sevenoaks Section) Scheme 1981

Made - - - -	*15th January* 1981
Coming into Operation	*27th February* 1981

The Minister of Transport makes this Scheme in exercise of powers conferred by sections 16, 17 and 19 of the Highways Act 1980 (a), and of all other enabling powers:—

1. The Minister is authorised to provide along the route described in the Schedule to this Scheme a special road for the use of traffic of Classes I and II of the classes of traffic set out in Schedule 4 to the Highways Act 1980.

2. The centre line of the special road is indicated by a heavy black line on the deposited plan.

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

4. In this Scheme:—

"the deposited plan"	means the site plans numbered 1 and 2 contained in the plan folio numbered CSE 425/9/26/01 marked "The M25 Motorway (Swanley to Sevenoaks Section) Scheme 1981", signed by authority of the Minister and deposited at the Department of Transport, Becket House, Lambeth Palace Road, London, SE1 7ER; and
"the special road"	means the special road mentioned in Article 1 of this Scheme.

5. This Scheme shall come into operation on 27th February 1981 and may be cited as the M25 Motorway (Swanley to Sevenoaks Section) Scheme 1981.

Signed by authority of
the Minister of Transport
15th January 1981

J. Peeler,
Regional Director (South East Region),
Department of Transport.

(a) 1980 c.66.

THE SCHEDULE

THE ROUTE OF THE SPECIAL ROAD

A route, about 13.85 kilometres (8.6 miles) in length, starting at a point about 1158 metres (1266 yards) south-west of the point at which the M25 Dartford to Swanley section crosses Button Street at Swanley (being the termination point of that section of the M25 Motorway provided in pursuance of the M25 Motorway (Dartford to Swanley Section) Scheme 1978 (S.I. 1978/1978)) and proceeding south-westwards, passing to the west of Lullingstone Park and to the east of Well Hill, then turning southwards passing to the east of Badgers Mount and Fort Halstead. It will then join the existing A21 Sevenoaks By-Pass north of Dunton Green and proceed along the existing By-Pass to terminate at the junction between that By-Pass and its Southbound Exit Slip Road at the A21/A25 interchange at Chipstead.

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