

## Ecclesiastical



### Marriage Acts

A building certified for worship named The Cornerstone, (Excluding Playgroup), Central Avenue, in the registration district of Southend-on-Sea, in the Non-Metropolitan County/Metropolitan County/London Borough of Southend-on-Sea was on the 15th February 2012 registered for solemnising marriages therein pursuant to section 41 of the Marriage Act 1949 as amended in Section 1(1) of the Marriage Acts Amendment Act 1958. In lieu of the demolished building, of the same name and address, the registration cancelled thereof. (1673517)

## Transport



### Road Traffic Acts

#### Highways Agency

#### THE M25 AND M11 MOTORWAYS

#### M25 JUNCTIONS 23 – 27

#### TEMPORARY TRAFFIC RESTRICTIONS

Notice is hereby given that the Secretary of State for Transport intends to make an Order on the M25 Motorway and the M11 Motorway, in the Counties of Hertfordshire and Essex, under section 14(1)(a) of the Road Traffic Regulation Act 1984 because works are proposed to be executed on the road.

The effect of the Order would be:

(a) to authorise the following restrictions on both carriageways of the M25 between points 500 metres west of Blanche Lane overbridge west of Junction 23 (A1(M)/A1081) at marker post 132.7 and Mount Road overbridge east of Junction 27 (M11) at marker post 162.4 + 50:

- (i) to impose a temporary mandatory 50/40mph speed restriction on this length of the M25, including the slip and link roads leading to and from this length of road at Junctions 23, 24, 25, 26 and 27,
- (ii) to authorise contraflow systems during lane closures on this length of the M25,
- (iii) to authorise hard shoulder running on this length of the M25 when it is in use as one lane of the motorway, including the slip and link roads at Junctions 23, 24, 25, 26 and 27, and
- (iv) to authorise vehicle width restrictions (over 6 feet 6 inches) in certain lanes of this length of the M25; and

(b) to authorise the overnight closure of the following lengths of carriageway:

- (i) both carriageways of the M25 between Junction 23 (A1(M)/A1081) and Junction 25 (A10),
- (ii) both carriageways of the M25 between Junction 25 (A10) and Junction 27 (M11),
- (iii) both carriageways of the M25 between the "off" and "on" slip roads at Junction 23 (A1(M)/A1081), Junction 24 (A111/A1005), Junction 25 (A10), and Junction 26 (A121), and
- (iv) the clockwise carriageway of the M25 between the "off" slip road at Junction 27 (M11) and its junction with the link road leading from the northbound carriageway of the M11 to the clockwise carriageway of the M25 at Junction 27; and

(c) to authorise the overnight closure of the following slip roads:

- (i) the road leading from the clockwise carriageway of the M25 at Junction 23 (A1(M)/A1081) and the road leading to the anti-clockwise carriageway of the M25 at Junction 23 (A1(M)/A1081),
- (ii) the road leading from the anti-clockwise carriageway of the M25 at Junction 23 (A1(M)/A1081) and the road leading to the clockwise carriageway of the M25 at Junction 23 (A1(M)/A1081),
- (iii) the road leading from the clockwise carriageway of the M25 at Junction 24 (A111/A1005) and the road leading to the anti-clockwise carriageway of the M25 at Junction 24 (A111/A1005),
- (iv) the road leading from the anti-clockwise carriageway of the M25 at Junction 24 (A111/A1005) and the road leading to the clockwise carriageway of the M25 at Junction 24 (A111/A1005),

(v) the road leading from the clockwise carriageway of the M25 at Junction 25 (A10) and the road leading to the anti-clockwise carriageway of the M25 at Junction 25 (A10),

(vi) the road leading from the anti-clockwise carriageway of the M25 at Junction 25 (A10) and the road leading to the clockwise carriageway of the M25 at Junction 25 (A10),

(vii) the road leading from the clockwise carriageway of the M25 at Junction 26 (A121) and the road leading to the anti-clockwise carriageway of the M25 at Junction 26 (A121),

(viii) the road leading from the anti-clockwise carriageway of the M25 at Junction 26 (A121) and the road leading to the clockwise carriageway of the M25 at Junction 26 (A121), and

(ix) the road leading from the clockwise carriageway of the M25 at Junction 27 (M11); and

(d) to authorise the overnight closure of the following link roads:

(i) the road leading from the southbound carriageway of the M11 to the anti-clockwise carriageway of the M25 at Junction 27,

(ii) the road leading from the southbound carriageway of the M11 to the clockwise carriageway of the M25 at Junction 27 and the road leading from the anti-clockwise carriageway of the M25 to the northbound and southbound carriageways of the M11 at Junction 6, and

(iii) the road leading from the northbound carriageway of the M11 to the clockwise and anti-clockwise carriageways of the M25 at Junction 27.

These measures would be the interests of road safety to enable contractors to undertake managed motorway upgrade work.

It is expected that the work would start on or after Monday 5 November 2012 and last for approximately 31 months; the closures at (b), (c) and (d) above would take place from 22:00 to 05:30 on Monday to Thursday nights, 23:00 to 06:00 on Friday nights, 22:00 to 06:00 on Saturday nights and 22:30 to 05:30 on Sunday nights.

The Order would come into force on 3 November 2012 and have a maximum duration of thirty one months.

During the closure outlined at (b)(i) above, clockwise traffic affected would be diverted at Junction 23, south and southeast on the A1 (Barnet By-pass Road/Barnet Way/Watford Way/Great North Way), northeast and east on the A406 (North Circular Road) and north on the A10 (Great Cambridge Road) to rejoin the clockwise carriageway of the M25 at Junction 25; anti-clockwise traffic affected would follow the same diversion route in the reverse direction. During the closure outlined at (b)(ii) above clockwise traffic affected would be diverted at Junction 25, south on the A10 (Great Cambridge Road), east on the A406 (Sterling Way/Angel Road/Lea Valley Viaduct/Southend (North Circular Road) Road/Southend Road) and north on the M11 to join the clockwise carriageway of the M25 at Junction 27; anti-clockwise traffic affected would follow the same diversion route in the reverse direction. During the closures outlined at (b)(iii) above, traffic affected would be diverted via the "off" slip road at each junction and rejoin the carriageway via the "on" slip road at the same junction. During the closure outlined at (b)(iv) and (d)(iii) above, traffic affected would be diverted at Junction 27, north on the M11 to Junction 7 and return south on the M11 to M25 Junction 27.

During the closures outlined at (c)(i) above, traffic affected would be diverted clockwise on the M25 to Junction 24 (A111/A1005) and return anti-clockwise on the M25 to Junction 23. During the closures outlined at (c)(ii) above, traffic affected would be diverted anti-clockwise on the M25 to Junction 22 (A1081/B556) and return clockwise on the M25 to Junction 23. During the closures outlined at (c)(iii) above, traffic affected would be diverted clockwise on the M25 to Junction 25 (A10) and return anti-clockwise on the M25 to Junction 24. During the closures outlined at (c)(iv) above, traffic affected would be diverted anti-clockwise on the M25 to Junction 23 (A1(M)/A1081) and return clockwise on the M25 to Junction 24. During the closures outlined at (c)(v) above, traffic affected would be diverted clockwise on the M25 to Junction 26 (A121) and return anti-clockwise on the M25 to Junction 25.

During the closures outlined at (c)(vi) above, traffic affected would be diverted anti-clockwise on the M25 to Junction 24 (A111/A1005) and return clockwise on the M25 to Junction 25. During the closures outlined at (c)(vii) above, traffic affected would be diverted clockwise on the M25 to Junction 28 (A12/A1023) and return anti-clockwise on the M25 to Junction 26. During the closures outlined at (c)(viii) above, traffic affected would be diverted anti-clockwise on the M25 to Junction 25 (A10) and return clockwise on the M25 to Junction 26. During the closures outlined at (c)(ix) and (d)(i) above, traffic affected would be diverted clockwise on the M25 to Junction 28 (A12/A1023) and return anti-clockwise on the M25 to Junction 27. During the closures outlined at (d)(ii) above, traffic affected would be diverted anti-clockwise on the M25 to Junction 26 and return clockwise on the M25 to Junction 27.