

2011 No. 2034

ROAD TRAFFIC

The A20 Trunk Road and the M20 Motorway (Cheriton Interchange – Courtwood Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2011

Made - - - -

15th August 2011

Coming into force - -

3rd September 2011

WHEREAS the Secretary of State for Transport, being the traffic authority for the A20 Trunk Road, the M20 Motorway and connecting roads, is satisfied that traffic should be restricted and prohibited on lengths of that trunk road, on a length of that motorway and on some of those connecting roads because works are proposed to be executed thereon:

NOW, THEREFORE, the Secretary of State, in exercise of the powers conferred by section 14(1)(a) of the Road Traffic Regulation Act 1984(a), hereby makes the following Order:-

1. This Order may be cited as the A20 Trunk Road and the M20 Motorway (Cheriton Interchange – Courtwood Interchange) (Temporary Restriction and Prohibition of Traffic) Order 2011 and shall come into force on 3rd September 2011.

2. In this Order:

“the A20” and “the M20” mean, respectively, the A20 Trunk Road and the M20 Motorway near Folkestone in the County of Kent;

“lay-by” means an area of carriageway, intended for the waiting of vehicles, bounded partly by a road marking on the outer edge of that carriageway complying with diagram 1010 in Schedule 6 to the Traffic Signs Regulations and General Directions 2002(b);

“an A20 lay-by” means a lay-by in the coastbound carriageway of the A20 160 metres east of Church Hill underbridge, 645 metres east of Alkham Valley Road underbridge and 65 metres east of Capel Street overbridge;

“the length of coastbound carriageway” means the coastbound carriageway of the M20 and the A20 between points 350 metres west of M20 Junction 12 at Cheriton Interchange (A20/B2064) and 320 metres east of Courtwood Interchange (B2011);

“the length of Londonbound carriageway” means the Londonbound carriageway of the A20 between a point 566 metres west of Cauldham Lane overbridge and the slip road leading to the A260 at Alkham Valley Interchange;

“a length of carriageway” means –

- (i) the coastbound carriageway of the A20 between the slip road leading from the coastbound carriageway of the M20 at Junction 13 (A259) and the slip road

(a) 1984 c.27; a new section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 1991 (c.26), section 1(1) and Schedule 1.

(b) S.I. 2002/3113.

leading to the coastbound carriageway of the A20 at Courtwood Interchange (B2011), or

- (ii) the Londonbound carriageway of the A20 between the slip road leading from the A260 at Alkham Valley Interchange and the slip road leading to the M20 at Junction 13 (A259);

“the first slip road” means the road leading to the coastbound carriageway of the M20 at Junction 12 (A20);

“a second slip road” means –

- (i) the road leading from the coastbound carriageway of the M20 at Junction 13 (A20/A259),
- (ii) the road leading to the coastbound carriageway of the A20 at M20 Junction 13 (A259),
- (iii) the road leading from the coastbound carriageway of the A20 at Alkham Valley Interchange (A260),
- (iv) the road leading to the coastbound carriageway of the A20 at Alkham Valley Interchange (A260), or
- (v) the road leading from the coastbound carriageway of the A20 at Courtwood Interchange (B2011);

“works” mean resurfacing work on the A20 and the M20;

“a first works period” means a period of 24 hours starting at 0001 hours on Monday 5th September 2011 or on any subsequent day until 2nd March 2013; and

“a second works period” means a period of 8 hours starting at 2100 hours on Monday 5th September 2011 or on any subsequent day until 2nd March 2013.

3. Subject as mentioned in articles 5 and 6 below, no person shall, during –

- (a) a first works period, cause or permit any vehicle to enter or proceed in, or wait on, an A20 lay-by; or
- (b) a second works period, cause or permit any vehicle to enter or proceed in a length of carriageway or a second slip road.

4. Subject as mentioned in articles 5 and 6 below, no person shall, during a second works period, drive any motor vehicle at a speed exceeding 50 miles per hour on the length of coastbound carriageway, the length of Londonbound carriageway or the first slip road when that speed is indicated by a traffic sign.

5. The provisions of articles 3 and 4 above shall apply only at such times and to such extent as shall from time to time be indicated by traffic signs.

6. (1) Nothing in article 3 above shall apply to -

- (a) a vehicle being used in connection with the said works;
- (b) a vehicle being used for police, ambulance, fire and rescue authority or traffic officer purposes;
- (c) anything done at the direction of, or with the permission of, a constable or traffic officer in uniform; or
- (d) any vehicle being used for winter maintenance purposes.

(2) Nothing in article 4 above shall apply to a vehicle being used for police, ambulance or fire and rescue authority purposes and to vehicles falling within regulation 3(4) of the Road Traffic Exemption (Special Forces) (Variation and Amendment) Regulations 2011^(a) when used in accordance with regulation 3(5) of those Regulations.

(a) S.I. 2011/935.

Signed by authority of the Secretary of State for Transport

15th August 2011

G Threader
A Service Delivery Team Leader
in the Highways Agency