

2011 No. 1599

ROAD TRAFFIC

The M20 Motorway and the A20 Trunk Road (Roundhill Viaduct) (Temporary Speed Restrictions) Order 2011

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| <i>Made</i> - - - - | <i>27th June 2011</i> |
| <i>Coming into force</i> - - | <i>28th June 2011</i> |

WHEREAS the Secretary of State for Transport, being the traffic authority for the M20 Motorway, the A20 Trunk Road and connecting roads, is satisfied that traffic should be restricted on a length of that motorway, on lengths of that trunk road and on some of those connecting roads because of the likelihood of danger to the public and of serious damage to the road:

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

1. This Order may be cited as the M20 Motorway and the A20 Trunk Road (Roundhill Viaduct) (Temporary Speed Restrictions) Order 2011 and shall come into force on 28th June 2011.

2. In this Order:

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

“the first length of carriageway” means the coastbound carriageway of the motorway and the trunk road between a point 900 metres west of Cheriton Interchange East bridge (at marker post 106/8) and the slip road leading to the A260 at Alkham Valley Interchange;

“the second length of carriageway” means the Londonbound carriageway of the trunk road between the slip road leading from the A260 at Alkham Valley Interchange and a point 2500 metres east of Cheriton Interchange East bridge (at marker post 110/2):

“a slip road” means –

- (i) the road leading to the coastbound carriageway of the motorway at Junction 12 (A20/B2064 – Cheriton Interchange), or
- (ii) the road leading to the coastbound carriageway of the trunk road at Junction 13 (A259 – Castle Hill Interchange);

“danger and damage” means a failed bridge expansion joint on the trunk road; and

“the danger and damage period” means the period starting on Tuesday 28th June 2011 and ending on 27th December 2012.

3. Subject as mentioned in article 4 below, no person shall, during the danger and damage period, drive any motor vehicle at a speed exceeding –

(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.

- (a) 40 miles per hour on the first length of carriageway, the second length of carriageway or a slip road when that speed is indicated by a traffic sign; or
- (b) 50 miles per hour on the first length of carriageway, the second length of carriageway or a slip road when that speed is indicated by a traffic sign.

4. The provisions of article 3 above shall apply only at such times and to such extent as shall from time to time be indicated by traffic signs, and shall not 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 Exemptions (Special Forces) (Variation and Amendment) Regulations 2011(a) when used in accordance with regulation 3(5) of those Regulations.

Signed by authority of the Secretary of State for Transport

27th June 2011

G Threader
A Service Delivery Team Leader
in the Highways Agency

(a) S.I. 2011/935.