STATUTORY INSTRUMENTS

1985 No. 700

HIGHWAYS, ENGLAND AND WALES

The London–Canterbury–Dover Trunk Road (A2 Barham Improvement) Order 1985

Made - - - 25*th April* 1985

Coming into Operation 31*st May* 1985

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 41 of the Highways Act 1980(**a**), and now vested in him(**b**), and of all other enabling powers:—

1. The new highways which the Secretary of State proposes to construct —

(*a*) along the routes described in Schedule 1 to this Order (the highways along these routes being in this Order referred to as "the realigned Old Dover Road"); and

(*b*) along the routes described in Schedule 2 to this Order (the highways along these routes being in this Order referred to as "the slip roads");

shall become trunk roads as from the date when this Order comes into operation.

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

3. The Secretary of State directs as respects any part of a highway which crosses the route of any of the new trunk roads that —

(*a*) where the highway is a highway maintainable at the public expense by a local highway authority, the part in question shall be maintained by that authority; and

(*b*) where the highway is not a highway so maintainable and is not maintainable under a special enactment or by reason of tenure, enclosure or prescription, the Secretary of State shall be under no duty to maintain the part in question;

until, in either case, a date to be specified in a notice given by the Secretary of State to the highway authority for that highway. The date specified will not be later than the date on which the relevant route is opened for the purposes of through traffic.

4. In this Order —

(1) all measurements of distance are measured along the route of the relevant highway; and

(**a**) 1980 c.66. (**b**) S.I. 1981/238.

(2)	(i) "the deposited plan"	means the plan numbered CSE 234/6/26/01 marked " the London–Canterbury–Dover Trunk Road (A2 Barham Improvement) Order 1985" signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, Marsham Street, London SW1P 3PY;
	(ii) "the realigned Old Dover Road" and "the slip roads"	have the meaning given in Article 1 of this Order;
	(iii) "the new trunk roads"	means the highways mentioned in Article 1 of this Order and "a new trunk road" means one of those highways; and
	(iv) "the trunk road"	means the London–Canterbury–Dover Trunk Road (A2).

5. This Order shall come into operation on 31st May 1985 and may be cited as the London–Canterbury–Dover Trunk Road (A2 Barham Improvement) Order 1985.

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

Signed by authority of
the Secretary of State
25th April 1985.

SCHEDULE 1

Routes of the realigned Old Dover Road

(1) A route starting at a point on the trunk road 30 metres north-east of its junction with Gravel Castle Road proceeding south-eastwards generally parallel with the trunk road for approximately 430 metres and then rejoining the trunk road (this route being given the reference number 1 on the deposited plan).

(2) A route starting at a point 60 metres north of the entrance to the Barham Crematorium on the A260 Folkestone Road, proceeding for 225 metres first northwards and then curving north-westwards parallel with the trunk road (this route being given the reference number 2 on the deposited plan).

SCHEDULE 2

Routes of the slip roads

1. *Junction with Box Iron Road (B2046) east of Barham*
Two routes to connect the south-eastbound carriageway of the trunk road with a new length of highway to be provided as part of Box Iron Road (B2046) (these routes being the reference letters A and B on the deposited plan).

2. *Junction with the A260 Folkestone Road south east of Barham*
A route to connect the north-westbound carriageway of the trunk road with the realigned Old Dover Road (this route being given the reference letter C on the deposited plan).

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