

1981 No. 1148

HIGHWAYS, ENGLAND AND WALES

**The London - Folkestone - Dover Trunk Road
(Maidstone - Ashford Section De-Trunking) Order 1981**

Made - - - - - 30th July 1981

Coming into Operation 17th August 1981

The Secretary of State for Transport makes this order in exercise of powers conferred by sections 10 and 12 of the Highways Act 1980(a), and now vested in him (b), and of all other enabling powers:—

1. The length of trunk road described in the Schedule to this order and shown by broad striped hatching on the deposited plan shall cease to be a trunk road and shall be classified as a principal road as from the date on which the Secretary of State notifies the County Council of Kent that the Motorway is open for through traffic.

2. In this order:—

- (i) “the deposited plan” means the plan numbered CSE 420/5/26/029 marked “The London–Folkestone–Dover Trunk Road (Maidstone–Ashford Section De-Trunking) Order 1981” signed by authority of the Secretary of State and deposited at the Department of Transport, Becket House, Lambeth Palace Road, London SE1 7ER, where it may be inspected free of charge at all reasonable hours;
- (ii) “the Motorway” means the special roads to be provided by the Secretary of State in pursuance of the Mid Kent Motorway M20 (Maidstone–Chegworth Section) Scheme 1981(c) the Mid Kent Motorway M20 (Chegworth–Lenham Heath Section) Scheme 1979(d) and the Mid Kent Motorway M20 (Lenham Heath–Folkestone Section) Scheme 1975(e);
- (iii) “principal road” as a classification for a highway, means that the highway is a principal road for the purposes of enactments and instruments which refer to highways classified as principal roads and is also classified for the purpose of every other enactment and instrument which refers to highways classified by the Secretary of State;
- (iv) “the trunk road” means the London–Folkestone–Dover Trunk Road (A20).

(a) 1980 c. 66.

(b) S.I. 1981/238.

(c) S.I. 1981/1147.

(d) S.I. 1979/520.

(e) S.I. 1975/14.

3. This order shall come into operation on 17th August 1981 and may be cited as the London-Folkestone-Dover Trunk Road (Maidstone-Ashford Section De-Trunking) Order 1981.

J. Peeler

Signed by authority of the
Secretary of State.
30th July 1981.

Regional Director South East Region
Department of Transport.

THE SCHEDULE

LENGTH OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

The length of trunk road ceasing to be a trunk road is that length of the Trunk Road starting at its junction with the existing M20 Motorway (Maidstone By-Pass) at Hollingbourne in the County of Kent and ending at a point about 60 metres (65 yards) east of its crossing of Warren Lane at Ashford in the County of Kent.

EXPLANATORY NOTE

(This note is not part of the Order.)

This order embodies part only of the proposals contained in an order entitled "The London-Folkestone-Dover Trunk Road (Maidstone-Folkestone De-Trunking and Folkestone Diversion) Order 1977" and published in draft on 27th June 1972. In exercise of his powers under section 15(1) of the Highways Act 1971 (c. 41) the Secretary of State on 25th September 1975 made an order entitled "The London-Folkestone-Dover Trunk Road (Folkestone Diversion) Order 1975" (S.I. 1975/1561) embodying part of the draft proposals contained in the said draft order and decided to defer consideration of the remaining part. The Secretary of State has now made the present order embodying a further part of those proposals and which relates to the section of the London-Folkestone-Dover Trunk Road between Maidstone and Ashford. The Secretary of State has also made a further order entitled "The London-Folkestone-Dover Trunk Road (Ashford-Folkestone Section De-Trunking) Order 1981 (S.I. 1981/1149) embodying the remaining part of the draft proposals which relates to the section of the London-Folkestone-Dover Trunk Road between Ashford and Folkestone.