STATUTORY INSTRUMENTS

1981 No. 254

HIGHWAYS, ENGLAND AND WALES

The A20 London-Folkestone-Dover Trunk Road (Sidcup Bypass Improvement Trunk Road and Slip Roads) Order 1981

Made - - - - 23*rd February* 1981

Coming into Operation 6*th April* 1981

The Minister of Transport makes this Order in exercise of powers conferred on him by sections 10 and 41 of the Highways Act 1980(a), and of all other enabling powers:—

1. The new highways which the Minister 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 main new trunk roads"); and

(*b*) along the routes described in Schedule 2 to this Order which connect the Trunk Road and main new trunk roads with other highways at the places stated in that Schedule (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 Minister 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 Minister 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 Minister 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 purpose of through traffic.

4. In this Order:—

"the deposited plan" means the plan numbered LHO65/GL/4/TO1-1, marked "The A20 London-Folkestone-Dover Trunk Road (Sidcup Bypass

(a) 1980 c. 66.

Improvement Trunk Road and Slip Roads) Order 1981", signed by authority of the Minister 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;

"the main new trunk roads" and "the slip roads" have the meanings given in Article 1 of this Order;

"the new trunk roads" means the highways mentioned in Article 1 of this Order and "a new trunk road" means one of those highways;

"the Trunk Road" means the London-Folkestone-Dover Trunk Road (A20).

5. This Order shall come into operation on 6th April 1981 and may be cited as the A20 London-Folkestone-Dover Trunk Road (Sidcup Bypass Improvement Trunk Road and Slip Roads) Order 1981.

Norman Fowler,
Minister of Transport.

23rd February 1981.

SCHEDULE 1

ROUTES OF THE MAIN NEW TRUNK ROAD

The routes of the main new trunk roads consist of two lengths of highway near Sidcup in the London Borough of Bexley and Chislehurst and Orpington in the London Borough of Bromley:

(1) a length situated near Sidcup in the London Borough of Bexley starting at a point approximately 370 metres northwest of the junction of the Trunk Road with Perry Street (A222) and Chislehurst Road (A222) and extending southeastwards in a cutting for about 890 metres; and

(2) a length situated partly in the London Borough of Bexley near Sidcup and partly in the London Borough of Bromley at Chislehurst and Orpington starting at a point approximately 500 metres northwest of the junction of the Trunk Road with Sevenoaks Way (A224) and Cray Road (A224) extending generally eastwards for about 3·4 kilometres and ending at the western end of the Swanley Bypass.

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:—

(1) *Junction with Perry Street (A222) and Chislehurst Road (A222) at Frognal Corner*

Four routes to connect the eastbound and westbound carriageways of the Trunk Road with a roundabout to be constructed as part of the A222 road at Frognal Corner (the new trunk roads along these routes being respectively given the reference numbers 1, 2, 3 and 4 on the deposited plan);

(2) *Junction with Sevenoaks Way (A224) and Cray Road (A224) at Crittalls Corner*

Two routes to connect the eastbound and westbound carriageways of the Trunk Road with a roundabout to be constructed as part of the A224 road at Crittalls Corner (the new trunk roads along these routes being respectively given the reference numbers 5 and 6 on the deposited plan), one route to connect the westbound carriageway of the main new trunk road with the aforementioned roundabout (the new trunk road along this route being given the reference number 7 on the deposited plan), and one route to connect the main new trunk road to a new principal road which will link the existing Sidcup Bypass to the aforementioned roundabout (the new trunk road along this route being given the reference number 8 on the deposited plan).