

# Transport



## Road Traffic Acts

### Highways Agency

#### THE A2 AND A282 TRUNK ROADS AND THE M25 MOTORWAY—DARTFORD TEMPORARY TRAFFIC RESTRICTIONS

Notice is hereby given that the Secretary of State for Transport intends to make an Order on the A2 Trunk Road, the A282 Trunk Road and the M25 Motorway, near Dartford in the county of Kent, under sections 14(1)(a) and (7) and 15(2) of the Road Traffic Regulation Act 1984 because works are proposed to be executed on these roads.

The effect of the Order would be to authorise the following restrictions on the A2 from the centre of Dartford Heath junction (A2018), at marker post 24/0, to a point 800 metres east of the bridge over that road at Pepper Hill junction (A2260), at marker post 36/0, and on the M25 and the A282 from marker post 13/0 (north of Junction 3 M20) to a point 500 metres north of the bridge over that road at Junction 1A (A206), at marker post 5.0:

(a) lane closures and the phased partial closure of lengths of both carriageways on these lengths of road; contraflow systems would be in operation on the carriageway that remains wholly open, hard shoulder running would be authorised where this is in use as one lane of these roads and vehicle width restrictions (over 6 feet 6 inches) would be in force in certain lanes;

(b) to impose a temporary mandatory 50 mph speed restriction on these lengths of the A2, M25 and A282 (where the permanent speed limit is greater than 50 mph); this speed restriction would also apply to the link/slip roads leading to and from these roads and on the roundabout at Junction 2 (A2/M25/A282); and

(c) overnight closures of:

- (i) the eastbound and/or westbound carriageways of the A2 between the "off" and "on" slip roads at Junction 2 (M25/A282),
- (ii) the eastbound and/or westbound carriageways of the A2 between the "off" and "on" slip roads at Bean junction (B255/A296),
- (iii) the eastbound carriageway of the A2 between Junction 2 (M25/A282) and Bean junction (A296),
- (iv) the westbound carriageway of the A2 between Bean junction (B255) and Junction 2 (M25/A282),
- (v) the anti-clockwise and/or the clockwise carriageway of the M25 between the "off" and "on" slip roads at Junction 2 (A2),
- (vi) the anti-clockwise carriageway of the M25 and the A282 between Junction 2 (A2) and Junction 1B (A296),
- (vii) the clockwise carriageway of the A282 and the M25 between Junction 1B (A296) and Junction 2 (A2),
- (viii) the anti-clockwise carriageway of the M25 and the A282 between Junction 2 (A2) and Junction 1A (A206),
- (ix) the clockwise carriageway of the A282 and the M25 between Junction 1A (A206) and Junction 2 (A2),
- (x) lengths of the A282 northbound distributor road between the roundabout at Junction 2 (M25/A2) and the roundabout at Junction 1B (A296),
- (xi) lengths of the A282 southbound distributor road between the roundabout at Junction 1B (A296) and the roundabout at Junction 2 (M25/A2),
- (xii) the A2 eastbound "off" and westbound "on" slip roads at Junction 2 (M25/A282),
- (xiii) the A2 westbound "off" and eastbound "on" slip roads at Junction 2 (M25/A282),
- (xiv) the A2 eastbound "off" and westbound "on" slip roads at Bean junction (B255),
- (xv) the A2 westbound "off" slip road at Bean junction (B255),
- (xvi) the M25 anti-clockwise "off" and clockwise "on" slip roads at Junction 2 (A282/A2),
- (xvii) the A282 anti-clockwise "on" slip road at Junction 2 (M25/A2) and the A282 anti-clockwise "off" slip road at Junction 1B (A296), and
- (xviii) the A282 clockwise "on" slip road at Junction 1B (A296) and the A282 clockwise "off" slip road at Junction 2 (M25/A2).

These measures would be in the interests of road safety to enable contractors to undertake road widening, junction improvement and major maintenance work.

It is expected that the work would start on or after 19 June 2006 and last for approximately 2 years. The overnight closures would take place at the following times:

Monday to Thursday nights 2100 to 0530 hours  
 Friday nights 2200 to 0700 hours  
 Saturday nights 2100 to 0700 hours  
 Sunday nights 2200 to 0530 hours

The Order would come into force on 19 June 2006 and continue until the work is completed.

During the closures outlined at (c)(i) above, traffic would be diverted via the "off" slip roads and rejoin the A2 via the "on" slip roads at Junction 2. During the closures outlined at (c)(ii) above, traffic would be diverted via the "off" slip roads and rejoin the A2 via the "on" slip roads at Bean junction. During the closure outlined at (c)(iii) above, traffic affected would be diverted north on the A282 to Junction 1B and east on the A296 to Bean junction. During the closure outlined at (c)(iv) above, traffic would be diverted north on the B255, west on the A296 and south on the A282 to Junction 2.

During the closures outlined at (c)(v) above, traffic affected would be diverted via the "off" slip roads and join the A282/M25 via the "on" slip roads at Junction 2. During the closure outlined at (c)(vi) above, traffic would be diverted at Junction 2 either on the A282 northbound distributor road to Junction 1B or west on the A2 to Dartford Heath junction (A2018), northeast on the A2018 and east on the B2174, A225 and A296 to Junction 1B. During the closure outlined at (c)(vii) above, traffic would be diverted at Junction 1B either on the A282 southbound distributor road to Junction 2 or west on the A296, A225 and B2174, southwest on the A2018 to Dartford Heath junction and east on the A2 to Junction 2. During the closure outlined at (c)(viii) above, traffic would be diverted east on the A2 to Bean junction, north on the B255 and west on the A206 to Junction 1A (traffic from Junction 1B would be diverted east on the A296 to join this diversion route); during the closure outlined at (c)(ix) above, traffic would follow the same diversion routes in the reverse direction.

During the closures outlined at (c)(x) above, traffic would either be diverted west on the A2 to Dartford Heath junction (A2018), northeast on the A2018 and east on the B2174, A225 and A296 to Junction 1B or north on the A282 to Junction 1A (A206) and return south on the A282 to Junction 1B; during the closures outlined at (c)(xi) above, traffic would follow the same diversion routes in the reverse direction. During the closures outlined at (c)(xii) above, traffic would be diverted east on the A2 to Bean junction (B255) and return west on the A2 to Junction 2. During the closures outlined at (c)(xiii) above, traffic would be diverted west on the A2 to Dartford Heath junction (A2018) and return east on the A2 to Junction 2. During the closures outlined at (c)(xiv) above, traffic would be diverted east on the A2 to Pepper Hill junction (A2260) and return west on the A2 to Bean junction. During the closure outlined at (c)(xv) above, traffic would be diverted west on the A2 to Junction 2 (M25/A282) and return east on the A2 to Bean junction.

During the closures outlined at (c)(xvi) above, traffic would be diverted north on the A282 to Junction 1A (A206) and return south on the A282 to Junction 2. During the closures outlined at (c)(xvii) above, traffic would be diverted east on the A2 to Bean junction, north on the B255 and west on the A296 to Junction 1B; during the closures outlined at (c)(xviii) above, traffic would follow the same diversion route in the reverse direction.

The lane closures, partial carriageway closures, contraflow systems, use of the hard shoulder, vehicle width restrictions in certain lanes, temporary mandatory speed restriction, overnight carriageway/link/slip closures and diversion routes would be clearly indicated by traffic signs when they are in operation during the works period.

Enquiries relating to this notice only may be made in writing to Mr J Martin, Major Projects Directorate, at the Highways Agency, Federated House, London Road, Dorking, Surrey RH4 1SZ (e-mail: john.martin@highways.gsi.gov.uk) or by telephoning 01306 878129. <http://www.highways.gov.uk>

For real time traffic information as a consequence of this Order please phone Traffic England on 08700 660115. BT landline calls cost no more than 8p per minute; calls from mobiles usually cost more.

*H Batty*, Traffic Operations Directorate

Highways Agency, Department for Transport (Ref: HA/A282/35/3/1833) (823)