

HIGHWAYS AGENCY
THE A282 AND A2 TRUNK ROADS AND THE M25
MOTORWAY
JUNCTIONS 1A - 2
TEMPORARY OVERNIGHT CLOSURES

NOTICE IS HEREBY GIVEN that the Secretary of State for Transport intends to make an Order on the A282 and A2 Trunk Roads and the M25 Motorway, in the County of Kent, under section 14(1)(a) of the Road Traffic Regulation Act 1984 because works are proposed to be executed on the road.

The effect of the Order would be to authorise the overnight closure of the following:

- (a) the slip road leading from the northbound carriageway of the A282 to the A206 (University Way) at Junction 1A;
- (b) the slip road leading from the A206/B3228 to the southbound carriageway of the A282 at Junction 1A;
- (c) the slip road leading from the southbound carriageway of the A282 to the A206/B3228 at Junction 1A, including the westbound carriageway of the overbridge at Junction 1A (A206);
- (d) the slip road leading from the southbound carriageway of the A282 to the A296 at Junction 1B;
- (e) the slip road leading to the westbound carriageway of the A2 at M25 Junction 2 (A282) at Darenth Interchange; and
- (f) the slip road leading from the anti-clockwise carriageway of the M25 at Junction 2 at Darenth Interchange (A282/A2).

These measures would be in the interests of road safety while contractors undertake resurfacing and road marking work.

It is expected that the work would last for approximately 4 weeks starting on or after Monday 26th July 2010 at the following times:

Monday - Thursday nights	2200-0530 hours
Friday nights	2300-0600 hours
Saturday nights	2200-0600 hours
Sunday nights	2230-0530 hours

The Order would come into force on 24th July 2010 and have a maximum duration of eighteen months.

During the closure outlined at (a) above, traffic affected would be diverted to continue north on the A282 (via Dartford Tunnel) to Junction 31 (A1306/A1090) and return south on the A282 (via QEII Bridge) to Junction 1A (A206).

During the closure outlined at (b) above, traffic affected would be diverted at Junction 1A, east and south on the A206 (Crossways Boulevard) to the roundabout at its junction with the B255, south on the B255 to Bean Interchange (A2) and west on the A2 to join the clockwise carriageway of the M25 at Junction 2 (A282) or, if required, north on the A282 link road to Junction 1B (A296).

During the closure outlined at (c) above, traffic affected would be diverted south on the A282 to Junction 1B (A296) and return north on the A282 to Junction 1A.

During the closure outlined at (d) above, traffic affected would be diverted south on the A282 to the roundabout at M25 Junction 2 (A2) and return north via the A282 link road to Junction 1B (A296).

During the closure outlined at (e) above, traffic affected would be diverted east on the A2 to Bean Interchange (B255) and return west on the A2 to Darenth Interchange (M25 Junction 2/A282).

During the closure outlined at (f) above, traffic affected would be diverted north on the A282 to Junction 1A (A206), return south on the A282 to the roundabout at M25 Junction 2 (A282/A2) at Darenth Interchange, east on the A2 to Bean Interchange (B255) and return west on the A2 to Darenth Interchange (M25 Junction 2/A282).

The slip road closures, carriageway closure and diversion routes would be clearly indicated by traffic signs when they are in operation during the works periods.

I C JAMES

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