STATUTORY INSTRUMENTS

1975 No. 1160

HIGHWAYS, ENGLAND AND WALES

The A10 London—Kings Lynn Trunk Road (Milton By-Pass Section) Order 1975

Made - - -	8*th July* 1975
Coming into Operation	19*th August* 1975

The Secretary of State for the Environment makes this Order in exercise of powers conferred by sections 7 and 44 of the Highways Act 1959(**a**), section 27 of the Local Government Act 1966(**b**) and section 68 of the Highways Act 1971(**c**) and now vested in him(**d**), and of all other enabling powers:—

1. The new highways which the Secretary of State proposes to construct along the routes described in Schedule 1 to this Order 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. The length of trunk road described in Schedule 2 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 classified road as from the date on which the Secretary of State notifies the County Council of Cambridge that the new trunk roads are open for through traffic.

(**a**) 1959 c. 25. (**b**) 1966 c. 42. (**c**) 1971 c. 41.
(**d**) S.I. 1970/1681 (1970 III, p. 5551).

[DOE 20549]

5. In this Order:—

"classified road"	as a classification for a highway, means that the highway is not a principal road for the purposes of advances under section 235 of the Highways Act 1959 but is a classified road for the purpose of every enactment or instrument which refers to highways classified by the Secretary of State;
"the deposited plan"	means the plan numbered HA 7/2 EC 58 marked "The A10 London–Kings Lynn Trunk Road (Milton By-Pass Section) Order 1975", signed by authority of the Secretary of State and deposited at the Department of the Environment, St. Christopher House, Southwark Street, London SE1 0TE, where it may be inspected free of charge at all reasonable hours;
"the new trunk roads"	means the highways mentioned in Article 1 of this Order and "a new trunk road" means one of these highways;
"the Trunk Road"	means the London–Kings Lynn Trunk Road (A10).

6. This Order shall come into operation on 19th August 1975 and may be cited as the A10 London–Kings Lynn Trunk Road (Milton By-Pass Section) Order 1975.

J. Tiplady
Director,
Eastern Road Construction Unit,
Department of the Environment.

Signed by authority of
the Secretary of State
8th July 1975.

SCHEDULE 1

Routes of the New Trunk Roads

The routes of the new trunk roads are as follows:—

(1) a route about 3.1 kilometres in length, starting at a point about 220 metres north-east of the point where the Cambridge–St. Ives railway crosses the Trunk Road, then going generally north-east for about 610 metres to form a roundabout interchange with the Cambridge Northern By-Pass, and then continues generally north and north-eastwards for about 2.57 kilometres to rejoin the Trunk Road to the north of Milton Village about 170 metres south of the Meadow Farm entrance, Milton.

(2) a route about 350 metres in length, starting at a point on the Trunk Road about 148 metres north of the Cambridge Northern By-Pass then going in a north-westerly direction to join with a roundabout on the new trunk road referred to in paragraph (1) of this Schedule.

SCHEDULE 2

Length of Trunk Road ceasing to be a Trunk Road

The length of trunk road ceasing to be trunk road is that length of the Trunk Road extending from a point about 7.0 kilometres north-east of a point where the Cambridge–St. Ives railway crosses the Trunk Road north-eastwards for about 2.28 kilometres to terminate at a point about 1.7 kilometres south of the existing entrance to Meadow Farm, Milton.