STATUTORY INSTRUMENTS

1988 No. 18

HIGHWAYS, ENGLAND AND WALES

The A40 London—Fishguard Trunk Road (Long Lane Junction Improvement Trunk Road and Slip Roads) Order 1988

Made - - - -	*11th January 1988*
Coming into force	*21st January 1988*

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 41 of the Highways Act 1980(a), and now vested in him(b), and of all other enabling powers:

1. The new highways which the Secretary of State proposes to construct–

(a) along the route described in Schedule 1 of this Order (the highway along this route being in this Order referred to as "the main new trunk road"); and

(b) along the routes described in Schedule 2 to this Order which connect the trunk road with the trunk road, the main new trunk road with Long Lane and the main new trunk road with the trunk road, 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 force.

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 a new trunk road 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 purpose of through traffic.

4. In this Order–

(1) all measurements of distance are measured along the route of the relevant highway; and

(a) 1980 c.66. (b) S.I. 1981 238.

(2)	(i) "the deposited plan"	means the plan numbered GLRT 65/5018/10/TO9/2–1 and called "The A40 London—Fishguard Trunk Road (Long Lane Junction Improvement Trunk Road and Slip Roads) Order 1988", signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, 43 Marsham Street, London SW1B 3PY;
	(ii) "the new trunk roads"	means the main new trunk road and the slip roads and "a new trunk road" means one of those highways; and
	(iii) "the trunk road"	means that length of the A40 London Fishguard Trunk Road in the London Borough of Hillingdon which is known as Western Avenue.

5. This Order shall come into force on 21st January 1988 and may be cited as the A40 London—Fishguard Trunk Road (Long Lane Junction Improvement Trunk Road and Slip Roads) Order 1988.

I. Yass
An Under Secretary in the
Department of Transport

Signed by authority of the
Secretary of State for Transport
11th January 1988

SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route in North Hillingdon, in the London Borough of Hillingdon, approximately 1·59 kilometres in length, starting at a point on the trunk road 86 metres east of the River Pinn, then going generally eastwards across Long Lane in the vicinity of Hillingdon Station, eastwards and then south-eastwards to a point on the trunk road 210 metres east of Yeading Brook (the main new trunk road being given the reference number 1 on the deposited plan).

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The route of the trunk road slip roads are as follows–

(i) a route to connect the eastbound carriageway of the trunk road, in the vicinity of the River Pinn, with the eastbound carriageway of the trunk road, in the vicinity of the trunk road bridge over London Regional Transport Piccadilly and Metropolitan Lines (the new trunk road along this route being given the reference number 2 on the deposited plan);

(ii) a route to connect Long Lane, in the vicinity of Hillingdon Station, with the eastbound carriageway of the main new trunk road (the new trunk road along this route being given the reference number 3 on the deposited plan); and

(iii) a route to connect the westbound carriageway of the main new trunk road with the westbound carriageway of the trunk road, in the vicinity of Yeading Brook (the new trunk road along this route being given the reference number 4 on the deposited plan).

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