STATUTORY INSTRUMENTS

1975 No. 84

HIGHWAYS, ENGLAND AND WALES

The Exeter–Leeds Trunk Road (Chesterfield Inner Relief Road and Slip Roads) Order 1975

Made - - - 22*nd January* 1975

Coming into Operation 28*th February* 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—

(*a*) along the route described in Schedule 1 to 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 main new trunk road 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 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.

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

[DOE 19496]

4. The length of trunk road described in Schedule 3 to this Order and shown by broad striped hatching on the deposited plan shall cease to be a trunk road and so much of that length as is situated between the points marked "A" and "B" on the deposited plan shall be classified as a classified road as from the date on which the Secretary of State notifies the County Council of Derbyshire that the new trunk roads are open for through traffic.

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 purposes 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 EM 43, marked "The Exeter–Leeds Trunk Road (Chesterfield Inner Relief Road and Slip Roads) 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 is open to inspection free of charge at all reasonable hours;
"the main new trunk road" 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 "the new trunk road" means one of those highways;
"the Trunk Road"	means the Exeter–Leeds Trunk Road (A61).

6. This Order shall come into operation on 28th February 1975 and may be cited as the Exeter–Leeds Trunk Road (Chesterfield Inner Relief Road and Slip Roads) Order 1975.

A. E. A. Brain,
Regional Director,
East Midlands Regional Office,
Department of the Environment.

Signed by authority of
the Secretary of State
22nd January, 1975.

SCHEDULE 1

Route of the Main New Trunk Road

The route of the main new trunk road is a route, about 2·47 miles in length, starting at a point 145 yards north of Hasland Road, Chesterfield, then going in a generally northerly direction and ending at its junction with the proposed Unstone–Dronfield By-Pass at Sheepbridge, Chesterfield.

SCHEDULE 2

Routes of the Slip Roads

The routes of the slip roads are the following:—

1. A route from the southbound carriageway of the main new trunk road at a point 80 yards south of Hollis Lane going east then north to connect with the re-aligned Hollis Lane opposite Spa Lane (the new trunk road along this route being given the reference number 1 on the deposited plan).

2. A route from Dixons Road at a point 53 yards south of Hollis Road going north to connect with the northbound carriageway of the main new trunk road (the new trunk road along this route being given the reference number 2 on the deposited plan).

3. A route from Corporation Street opposite its junction with Felkin Street going southwards to connect with the southbound carriageway of the main new trunk road (the new trunk road along this route being given the reference number 3 on the deposited plan).

SCHEDULE 3

Length of Trunk Road ceasing to be a Trunk Road

The length of trunk road ceasing to be a trunk road is shown by broad striped hatching on the deposited plan and is that length of the Trunk Road which is situated between a point 145 yards north of its junction with Hasland Road, Chesterfield and a point 360 yards south of its junction with Holland Road, Sheepbridge, Chesterfield.

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Printed in England by Oyez Press Limited, and published by Her Majesty's Stationery Office
150/P12395 B.25 K9 2/75

ISBN 0 11 050084 9