STATUTORY INSTRUMENTS

1977 No. 308

HIGHWAYS, ENGLAND AND WALES

The Folkestone-Honiton Trunk Road (Southampton-Cadnam De-Trunking) Order 1977

Made - - - - 22*nd February* 1977

Coming into Operation 1*st April* 1977

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

1. The lengths of trunk road described in the Schedule to this Order and shown by broad striped hatching on the deposited plan shall cease to be trunk roads and shall be classified as stated in the said Schedule as from the date when this Order comes into operation.

2. In this Order:—

"principal road" as a classification for a highway, means that the highway is a principal road for the purpose of enactments and instruments which refer to highways classified as principal roads and is also classified for the purpose of every other enactment and instrument which refers to highways classified by the Secretary of State;

"the deposited plan" means the plan numbered HA 7/2-SE 70 marked "The Folkestone-Honiton Trunk Road (Southampton-Cadnam De-trunking) Order 1977" signed by authority of the Secretary of State and deposited at the Department of Transport, St Christopher House, Southwark Street, London SE1 0TE, where it may be inspected free of charge at all reasonable hours;

"the trunk road" means the Folkestone-Honiton Trunk Road (the former A3067, A35, A36, A336 and A31).

3. This Order shall come into operation on 1st April 1977 and may be cited as the Folkestone-Honiton Trunk Road (Southampton-Cadnam De-trunking) Order 1977.

Signed by authority of
the Secretary of State
22nd February 1977.

G. M. Wedd,
An Under Secretary in the
Department of Transport.

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

THE SCHEDULE

LENGTHS OF TRUNK ROAD CEASING TO BE TRUNK ROADS

The following lengths of the trunk road representing a total distance of about 6.73 miles, shall cease to be trunk roads:

(*a*) that length of Wimpson Lane (formerly the A3067) between its junction with Windermere Avenue and its junction with Redbridge Road (A35);

(*b*) that length of Redbridge Road and The Causeway (A35) between its junction with Wimpson Lane and its flyover junction with Commercial Road (A36);

(*c*) that length of Commercial Road (A36) between its flyover junction with The Causeway (A35) and its junction with Ringwood Road (A336);

(*d*) that length of the trunk road (A336) westwards from its junction with Commercial Road (A36) to and including its roundabout junction with the A31 and A337 at Cadnam; and

(*e*) that length of the trunk road (A31) between its roundabout junction with the A336 and its roundabout connection to the M27 Motorway at Cadnam.

The lengths of trunk road specified at (*b*)–(*e*) above shall become principal roads.

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