STATUTORY INSTRUMENTS

1975 No. 1031

HIGHWAYS, ENGLAND AND WALES

The Liverpool-Skegness Trunk Road (Hagworthingham Diversions) Order 1975

Made - - - - 19*th June* 1975

Coming into Operation 18*th July* 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) and section 27 of the Local Government Act 1966(b) and now vested in him(c), 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 Secretary of State directs that any part of a highway maintainable at the public expense by a local highway authority, being a part which crosses the route of any of the new trunk roads, shall be maintained by that authority until a date to be specified in a notice given by the Secretary of State to that authority. The date specified will not be later than the date on which the relevant route is opened for through traffic.

3. The lengths of trunk road described in Schedule 2 to this Order and shown by broad striped hatching on the deposited plan shall cease to be trunk roads and the length described in Schedule 3 to this Order shall be classified as a classified road as from the date on which the Secretary of State notifies the County Council of Lincolnshire that the new trunk roads are open for through traffic.

4. 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 contained in the plan folio numbered HA7/2-YH31, marked "The Liverpool-Skegness Trunk Road (Hagworthingham Diversions) Order 1975", signed by authority of the Secretary of State and deposited at the Department of the Environment, St. Chris-

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

topher House, Southwark Street, London SE1 0TE, where it is open to inspection free of charge at all reasonable hours;

"the new trunk roads" means the highways mentioned in Article 1 of this Order;

"the Trunk Road" means the Liverpool-Warrington-Stockport-Sheffield-Lincoln-Skegness Trunk Road (A158).

5. This Order shall come into operation on 18th July 1975 and may be cited as the Liverpool-Skegness Trunk Road (Hagworthingham Diversions) Order 1975.

Signed by authority of
the Secretary of State
19th June 1975.

R. Wilson,
Regional Director,
Yorkshire and Humberside Region,
Department of the Environment.

SCHEDULE 1

Routes of the new trunk roads

The routes of the new trunk roads are shown by solid black bands on the deposited plan and are routes:—

(1) about 0.26 kilometres (0.16 miles approximately) in length, starting at a point on the Trunk Road at Hagworthingham about 608 metres (665 yards approximately) west of its junction with Church Lane, then going in a general north-easterly direction to rejoin the Trunk Road about 340 metres (372 yards approximately) west of the said junction; and

(2) about 0.05 kilometres (0.03 miles approximately) in length, starting at a point on the Trunk Road about 27 metres (30 yards approximately) west of its junction with Church Lane, then going in a general easterly direction to rejoin the Trunk Road about 28 metres (31 yards approximately) east of the said junction.

SCHEDULE 2

Lengths of trunk road ceasing to be trunk roads

The lengths of trunk road ceasing to be trunk roads are those lengths of the Trunk Road which are situated between the starting and termination points of each of the routes of the new trunk roads described in paragraphs (1) and (2) of Schedule 1 above.

SCHEDULE 3

Classification of a length of the trunk road ceasing to be a trunk road

That length of the Trunk Road described in Schedule 2 to this Order which is situated between the starting and termination points of the route of the new trunk road described in paragraph (2) of Schedule 1 above.

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