STATUTORY INSTRUMENTS

1973 No. 1485

HIGHWAYS, ENGLAND AND WALES

The London—Cambridge—King's Lynn Trunk Road (Stretham Ferry Bridge Reconstruction and Realignment) Order 1973

Made - - - 1*st August* 1973

Coming into Operation 18*th September* 1973

The Secretary of State for the Environment makes this Order in exercise of his powers conferred by sections 7 and 20 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 highway which the Secretary of State proposes to construct along the route described in Schedule 1 to this Order shall become a trunk road as from the date when this Order comes into operation.

2. The centre line of the new trunk road is indicated by a heavy black line on the deposited plan.

3. 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 as from the date on which the Secretary of State notifies the County Council of Cambridgeshire and Isle of Ely that the new trunk roads are open for through traffic.

4. The Secretary of State is authorised to construct the bridge specified in Schedule 3 to this Order as part of the new trunk road referred to in Schedule 1 to this Order.

5. In this Order:—

"the deposited plan" means the plan numbered HA 7/2-E76, marked "The London—Cambridge—King's Lynn Trunk Road (Stretham Ferry Bridge Reconstruction and Realignment) Order 1973", 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;

(**a**) 1959 c. 25. (**b**) 1966 c. 42.

(**c**) 1971 c. 41. (**d**) S.I. 1970/1681 (1970 III, p. 5551).

[DOE 12036]

"the new trunk road"	means the highway mentioned in Article 1 of this Order;
"the Trunk Road"	means the London—Cambridge—King's Lynn Trunk Road (A10).

6. This Order shall come into operation on 18th September 1973 and may be cited as the London—Cambridge—King's Lynn Trunk Road (Stretham Ferry Bridge Reconstruction and Realignment) Order 1973.

Signed by authority of the Secretary of State

1st August 1973.

T. D. Wilson,
A Deputy Chief Engineer in the
Department of the Environment.

SCHEDULE 1

Route of the New Trunk Road

The route of the new trunk road is a route about 750 metres in length, starting on the Trunk Road at a point 230 metres north-west of the centre of Stretham Ferry Bridge then going in a southerly direction to a point 550 metres south-west of the centre of that bridge.

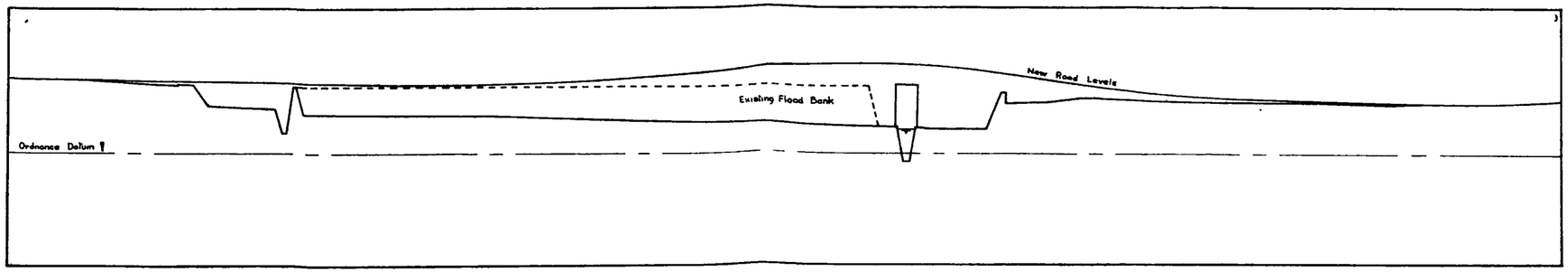
SCHEDULE 2

Length of Trunk Road Ceasing to be a Trunk Road

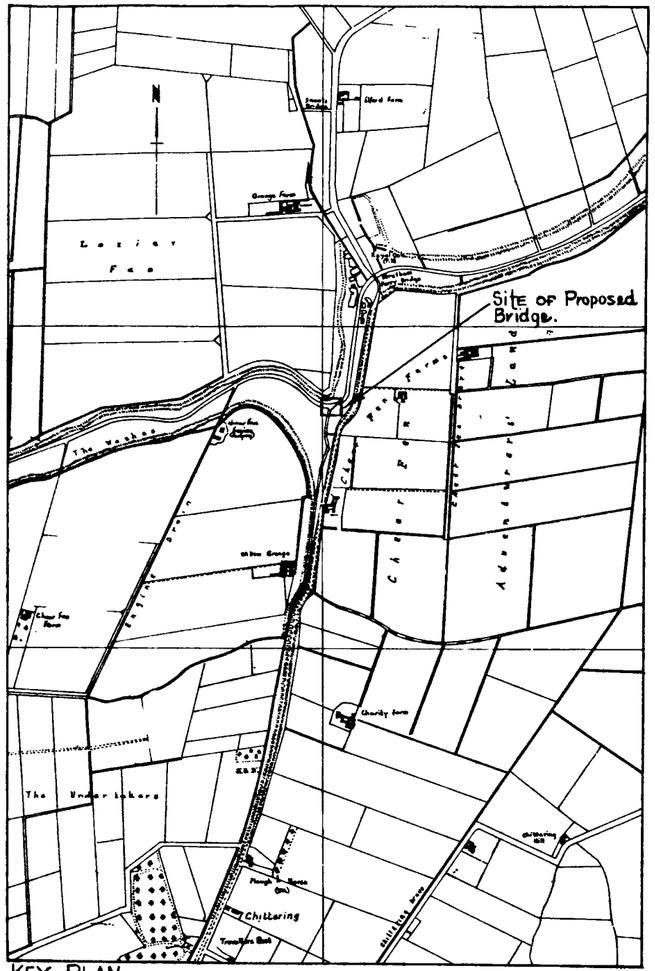
The length of trunk road ceasing to be a trunk road is that length of the Trunk Road which is situated between the starting and termination points of the route of the new trunk road described in Schedule 1 above.

SCHEDULE 3

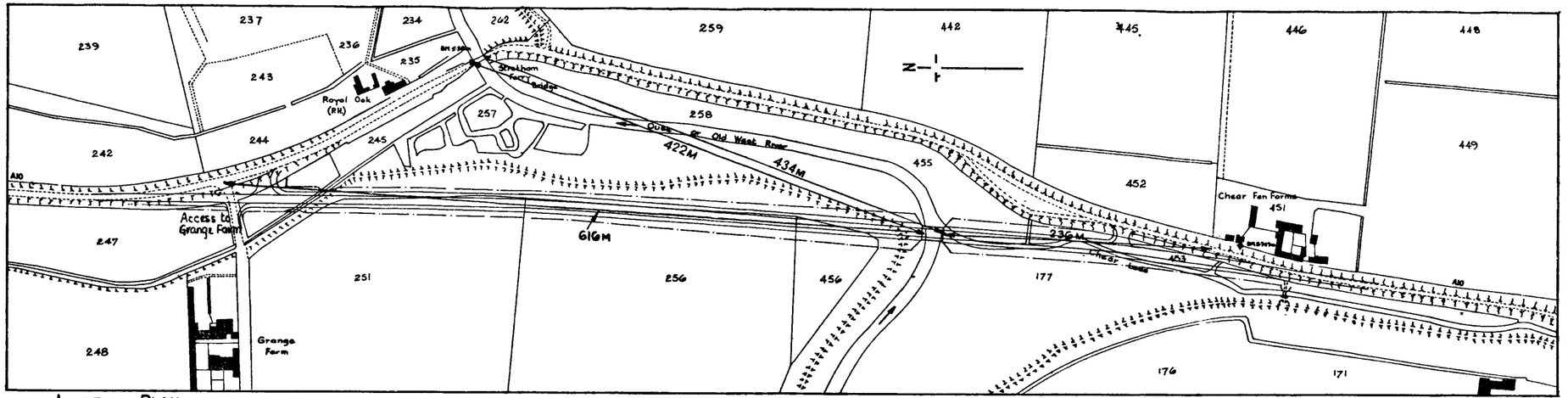
Printed in England by McCorquodale Printers Ltd., and published by Her Majesty's Stationery Office
150/P48713/9 R1 K7 8/73
10½p net
SBN 11 031485 9



LONGITUDINAL SECTION
Scale: 1/2500 Horizontal ~ 1/200 Vertical

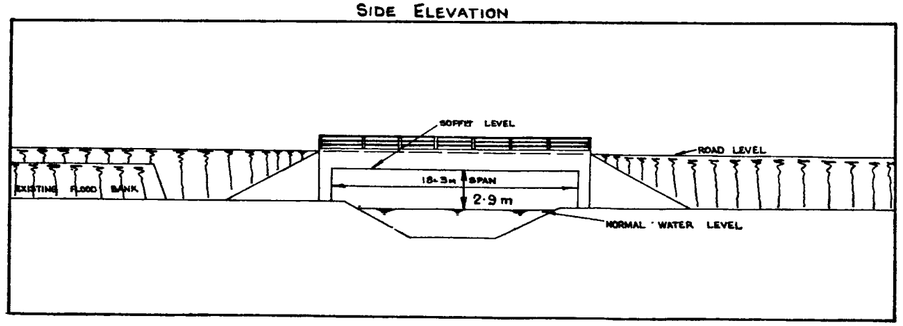


KEY PLAN



LOCATION PLAN

SIDE ELEVATION



Schedule 3

Plans & specifications of the New Bridge across the River Ouse at Stretham in Cambridgeshire.

Points of Commencement and Termination

The new bridge will be located at the conflux of the River Ouse with its tributary Chear Lode, approx. 455 metres upstream of the existing bridge and tied by the following dimensions:—

From a point over the centre of the New abutment on the North Bank 422 metres from the centre of the North abutment of the existing Bridge and 616 metres from the centre of the junction of the existing Trunk Road and the Private Access to Grange Farm.

To a point over the centre of the New abutment on the South Bank 434 metres from the centre of the South abutment of the existing Bridge and 230 metres from a point on the centre of the existing Trunk Road due East of the boundary of the fields O.S. numbers 451 & 452 on the Cambridgeshire Ordnance Survey Map 2nd Edition, 1902.

The Bridge will have a single span of 18·3 metres Headroom, 2·9 metres over the normal water level, waterway 18·3 metres between the abutments.