STATUTORY INSTRUMENTS

1974 No. 1848

HIGHWAYS, ENGLAND AND WALES

The London—Holyhead Trunk Road (Diversion through Milton Keynes) Order 1974

Made - - - 31*st October* 1974

Coming into Operation 21*st November* 1974

The Secretary of State for the Environment makes this Order in exercise of his powers under sections 7, 20 and 44 of the Highways Act 1959(a), section 27 of the Local Government Act 1966(b) and sections 11 and 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

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

of State to the highway authority for that highway. The date specified will not be later than the date on which the relevant road is opened for the purposes of through traffic.

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 shall be classified as a classified road as from the date on which the Secretary of State notifies the County Councils of Buckinghamshire and Northamptonshire that the new trunk roads are open for through traffic.

5. The Secretary of State is authorised to construct the bridge specified in Schedule 4 to this Order as part of the main new trunk road and, in connection with the construction of that bridge, to divert the part of the navigable watercourse specified in the said Schedule 4 in the manner shown in that Schedule.

6. In this Order:—

"the deposited plan"	means the plan folio numbered HA 7/2 EC59 marked "The London—Holyhead Trunk Road (Diversion through Milton Keynes) Order 1974," containing one plan, signed by authority of the Secretary of State and deposited at the Department of the Environment, St. Christopher House, Southwark Street, London SE1 OTE, 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;
"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 Trunk Road"	means the London—Holyhead Trunk Road (A5).

7. This Order shall come into operation on 21st November 1974 and may be cited as the London—Holyhead Trunk Road (Diversion through Milton Keynes) Order 1974.

Signed by authority of the Secretary of State

F. J. S. Best,
Director,
Eastern Road Construction Unit,
Department of the Environment.

31st October 1974.

SCHEDULE 1

Route of the Main New Trunk Road

The route of the main new trunk road is a route through Milton Keynes, Bucks., about 15.87 km (10 miles) in length starting in the form of a roundabout, the centre of which lies at a point about 500m (547 yds.) north-west of the intersection of the Northampton road (A508) with the Trunk Road and about 470 metres (¼ mile) north-east of Shrob Lodge, then going generally south-eastwards for about 15.42 km (9½ miles) to form a roundabout, the centre of which lies at a point about 90m (98 yds.) north of the intersection of the Woburn Sands road (B557) with the Trunk Road and about 985m (⅝ mile) generally eastwards of Glebe Farm then continuing south-eastwards to a point on the Trunk Road about 300m (328 yds.) south-east of the junction of the Woburn Sands road (B557) with the Trunk Road.

SCHEDULE 2

The routes of the slip roads are the following:—

Slip Roads Nos. 1, 2, 3 and 4

Four routes to connect the eastbound and westbound carriageways of the main new trunk road to the roundabout which it is proposed to construct to the west of Bradwell to join the proposed Milton Keynes Grid Roads.

Slip Roads Nos. 5, 6, 7 and 8

Four routes to connect the eastbound and westbound carriageways of the main new trunk road with the roundabout which it is proposed to construct to the north of Loughton to join the proposed Milton Keynes Grid Roads.

Slip Roads Nos. 9, 10, 11 and 12

Four routes to connect the eastbound and westbound carriageways of the main new trunk road with the roundabout which it is proposed to construct to the north of Bletchley to join the proposed Milton Keynes Grid Roads.

Slip Roads Nos. 13, 14, 15 and 16

Two routes to connect the eastbound carriageway of the main new trunk road with the roundabout junction which it is proposed to construct to the north of Fenny Stratford and two routes to join the westbound carriageway with the proposed Milton Keynes Grid Road.

SCHEDULE 3

Length of Trunk Road Ceasing to be 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 extending from a point about 440m (481 yds.) north-west of the intersection of the Cosgrove road (A508) with the Trunk Road going generally eastwards to a point about 300m (328 yds.) south-east of the intersection of the Woburn Sands road (B557) with the Trunk Road.