STATUTORY INSTRUMENTS

1974 No. 1856

HIGHWAYS, ENGLAND AND WALES

The Winchester—Preston Trunk Road (M4 Motorway to Ashridge Farm) Order 1974

Made - - -	30*th October* 1974
Coming into Operation	3*rd December* 1974

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 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 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 either 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.

4. 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 and shall be classified as a classified road as from the date on which the Secretary of State notifies the Council of the Royal County of Berkshire 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 purpose of every enactment or instrument which refers to highways classified by the Secretary of State;

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

[DOE 19030]

"the deposited plan"	means the plan numbered HA 7/2-SE 50, marked "The Winchester–Preston Trunk Road (M4 Motorway to Ashridge Farm) Order 1974", 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 may be inspected free of charge at all reasonable hours;
"the new trunk roads"	means the highways mentioned in Article 1 of this Order and "a new trunk road" means one of those highways;
"the Trunk Road"	means the Winchester–Preston Trunk Road (A34).

6. This Order shall come into operation on 3rd December 1974 and may be cited as the Winchester–Preston Trunk Road (M4 Motorway to Ashridge Farm) Order 1974.

Signed by authority of the Secretary of State
30th October 1974.

G.D. Spearing

An Under Secretary in the
Department of the Environment.

SCHEDULE 1

ROUTES OF THE NEW TRUNK ROADS

The routes of the new trunk roads are as follows:—

(1) a route about 4.58 kilometres in length, starting at a point on the Trunk Road about 107 metres north of its junction with Graces Lane, then going in a north-easterly direction to rejoin the Trunk Road at a point about 703 metres north-east of its junction with the Road to Stanmore,

(2) a route about 425 metres in length, starting at a point on the Trunk Road about 390 metres north-east of its junction with the Road to Stanmore, then going generally north-eastwards, crossing the route of the new Trunk Road described at (1) above, then going in a generally northerly curve to join the Trunk Road at a point about 750 metres north-east of its junction with the Stanmore Road,

(3) a slip road to the Trunk Road—a route of about 325 metres in length, starting at a point on the Trunk Road about 300 metres south of the existing cross roads of the Trunk Road with Grace's Lane and Prior's Court Road, and going in a northerly direction to join Grace's Lane about 50 metres west of this cross-roads and

(4) the other slip road to the Trunk Road—a route of about 545 metres in length, starting at a point on the Trunk Road about 520 metres south of the existing cross roads of the Trunk Road with Grace's Lane and Prior's Court Road, and going in a north-easterly direction to join Prior's Court Road about 50 metres east of this cross roads.

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 point of the route of the new trunk road described in paragraph (1) of Schedule 1 above and the starting point of the route of the new trunk road described in paragraph (2) of the said Schedule.

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