1974 No. 1782

HIGHWAYS, ENGLAND AND WALES

The A604 Barton-Seagrave-Harwich Road (Girton to Godmanchester Section) Trunking and the A14 Royston-Alconbury Trunk Road (Royston-Godmanchester Section) Detrunking Order 1974

Made - - - - *23rd October* 1974

Coming into Operation - *5th 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) 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 lengths of highway described in Schedule 2 to this Order shall become trunk roads as from the date when this Order comes into operation.

3. 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.

4. The lengths of trunk road described in Schedule 3 to this Order shall cease to be trunk roads and shall be classified as principal roads as from the date on which the Secretary of State notifies the County Councils of Cambridgeshire and Hertfordshire that the new trunk roads are open for through traffic.

5. In this Order—

"the deposited plan" means the plan numbered HA7/2 EC27, marked "The A604 Barton-Seagrave-Harwich Road (Girton to Godmanchester Section) Trunking and and the A14 Royston-Alconbury Trunk Road (Royston-Godmanchester Section) Detrunking Order 1974" (containing 6 plans bound together and numbered Sheets 1–6 inclusive and deposited at the Department of the Environment,

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

	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;
"principal road"	as a classification for a highway, means that the highway is a principal road for the purpose of advances under section 235 of the Highways Act 1959 and is also classified for the purpose of every enactment or instrument which refers to highways classified by the Secretary of State;
"the Trunk Road"	means the Royston-Huntingdon-Alconbury Trunk Road (A14);
"the A10 Trunk Road"	means the London-Cambridge-King's Lynn Trunk Road (A10);
"the A604 road"	means the Cambridge-Godmanchester road.

6. This Order shall come into operation on 5th December 1974 and may be cited as the A604 Barton Seagrave-Harwich Road (Girton to Godmanchester Section) Trunking and the A14 Royston-Alconbury Trunk Road (Royston-Godmanchester Section) Detrunking Order 1974.

Signed by authority of the Secretary of State

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

23rd October 1974.

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 (sheets 1 and 2) and comprise:—

(i) *Diversion at Fenstanton*

A route starting at a point on the A604 road, about 256 metres each of its junction with Hilton Road, Fenstanton, then going in a general south-easterly direction for about 1·32 kilometres to rejoin the A604 road at a point about 231 metres east of its junction with Mill Road, Fen Drayton.

(ii) *Divided carriageways and link road at Girton*

Three routes as follows:—

(*a*) a route commencing at a point on the A604 road about 141 metres west of its junction with The Avenue then going in a south-easterly direction for about 323 metres to a point on the A604 road about 362 metres west of its junction with Washpit Road;

(*b*) a route commencing at a point on the A604 road about 35 metres each of its junction with The Avenue, then going in a general south-easterly direction for about 1·21 kilometres to a point on the A604 road about 671 metres east of its junction with Washpit Road;

(*c*) a route commencing on the A604 road about 309 metres east of its junction with Washpit Road and then going in a general south-westerly direction for about 110 metres to a point on the route specified at (*b*) above about 320 metres west of its easterly point of termination.

SCHEDULE 2

Lengths of Highway to become Trunk Road

The lengths of highway to become trunk road are shown by narrow striped hatching on the deposited plan (sheets 1 and 2) and comprise the following lengths of the A604 road between Girton and Godmanchester:—

(*a*) a length commencing at a point about 990 metres south-east of its junction with Cow Lane, Godmanchester and terminating at a point on the Fenstanton By-Pass about 256 metres east of its junction with Hilton Road, Fenstanton; and

(*b*) a length commencing at a point about 231 metres east of its junction with Mill Road, Fen Drayton and terminating at a point abuot 872 mteres west of its junction with Girton Road, Girton.

SCHEDULE 3

Lengths of Trunk Road ceasing to be Trunk Road

The lengths of trunk road ceasing to be trunk road are shown by broad striped hatching on the deposited plan (sheets 3–6) and are the following lengths of the Royston-Huntingdon-Alconbury Trunk Road (A14):—

(*a*) a length commencing at its junction with the A604 Road at the proposed roundabout near Cow Lane junction east of Godmanchester and extending southwards and then south-eastwards for about 31·04 kilometres;

(*b*) a length commencing at the west side of the junction of the A10 Trunk Road with Mill Road in Royston and consisting of Mill Road and Queens Road, a distance about 570 metres;

(*c*) a length commencing at the west side of the roundabout at the junction of Melbourn Street and the A10 Trunk Road in Royston, and extending westwards and then northwards to the traffic light junction at Queens Road and Kneesworth Street, a distance of about 790 metres.

Metric measurements are used in the Schedules to this Order, and a table giving their approximate imperial equivalents is set out below:—

1 kilometre	=	0·621 miles
1 metre	=	1·094 yards
1 millimetre	=	0·039 inches

Printed in England by Oyez Press Limited, and published by Her Majesty's Stationery Office
150/ T 56 K 8 11/74

8p net
ISBN 0 11 041782 8