STATUTORY INSTRUMENTS

1975 No. 1356

HIGHWAYS, ENGLAND AND WALES

The A45 Ipswich-Weedon Trunk Road (Bury St. Edmunds-Woolpit Section and Slip Roads) Order 1975

Made - - - 11*th August* 1975

Coming into Operation 4*th September* 1795

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 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 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. As from the date on which the Secretary of State notifies the County Council of Suffolk that the new trunk roads are open for through traffic, (1) all the lengths of trunk road described in Schedule 2 to this Order and shown by a broad striped hatching on the deposited plan shall cease to be trunk road, and (2) the length of trunk road described in paragraph (*a*) in the said Schedule shall be classified as a classified road.

5. In this Order:—

"classified road" as a classification for a highway, means that the highway is not a principal road for the

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

[DOE 20572]

	purposes of enactments or instruments which refer to highways classified as principal roads but is a classified road for the purpose of every enactment or instrument which refers to highways classified by the Secretary of State and which does not specifically refer to their classification as principal roads;
"the deposited plan"	means the plan numbered HA7/2EC49, marked "The A45 Ipswich-Weedon Trunk Road (Bury St. Edmunds-Woolpit Section and Slip Roads) Order 1975" 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 these highways;
"principal road"	as a classification for a highway, means that the highway is a principal road for the purpose of enactments and instruments which refer to highways classified as principal roads 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 Ipswich-Weedon Trunk Road (A45).

6. This Order shall come into operation on 4th September 1975, and may be cited as the A45 Ipswich-Weedon Trunk Road (Bury St. Edmunds-Woolpit Section and Slip Roads) Order 1975.

J. Tiplady,
Director.
Eastern Road Construction Unit,
Department of the Environment.

Signed by authority of
the Secretary of State
11th August 1975.

SCHEDULE 1

ROUTES OF THE NEW TRUNK ROADS

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

Length A—a route about 3,575 metres in length starting at a point on the northern side of the Trunk Road, approximately 520 metres west of the junction of the Trunk Road with classified road C37, then going in a general easterly direction to a point on the northern side of the Trunk Road, approximately 665 metres west of the junction of the Trunk Road with unclassified road U109.

Length B—a route about 1,735 metres in length starting at a point on the southern side of the Trunk Road, approximately 660 metres west of the junction of the Trunk Road with unclassified road U118, then going in a general easterly direction to a point on the southern side of the Trunk Road, approximately 280 metres west of the junction of the Trunk Road and classified road C43 at Bridge Farm.

Length C—a route about 875 metres in length starting at a point on the northern side of the Trunk Road, approximately 605 metres west of the junction of the Trunk Road with the A1088 principal road, then going in a general north-easterly direction to a point on the northern side of the Trunk Road, approximately 260 metres north-east of the junction of the Trunk Road with the A1088 principal road.

Slip Road No. 1—a route about 145 metres in length starting at two points on the north side of the new trunk road at the junction of the Trunk Road with Great Barton Road (U103), to a point approximately 90 metres north of its junction with the new trunk road.

Slip Road No. 2—a route about 190 metres in length starting at two points on the south side of the new trunk road at the junction of the Trunk Road with unclassified road U121 to a point approximately 120 metres south of its junction with the new trunk road.

Slip Road No. 3—a route about 155 metres in length starting at a point on the western side of Thurston Road (C33), approximately 10 metres north of the junction of the new trunk road with Thurston Road (C33), then going in a general south-westerly direction to a point on the northern side of the new trunk road.

Slip Road No. 4—a route about 265 metres in length starting at a point on the eastern side of Thurston Road (C33), approximately 6 metres north of the junction of the new trunk road with Thurston Road (C33), then going in a general easterly direction to a point on the northern side of the new trunk road.

Slip Road No. 5—a route about 200 metres in length starting at two points on the northern side of the new trunk road at the junction of the Trunk Road with classified road C43 to a point approximately 105 metres north of its junction with the new trunk road.

Slip Road No. 6—a route about 180 metres in length starting on the southern side of the new trunk road at the junction of the Trunk Road with classified road C43 to its junction with the diverted C43.

Slip Road No. 7—a route about 45 metres in length starting at a point on the new slip road No. 6 about 70 metres from its termination at the diverted C43 to its junction with the diverted C43.

SCHEDULE 2

LENGTHS OF TRUNK ROAD CEASING TO BE TRUNK ROAD

The lengths of trunk road ceasing to be trunk road are those lengths of the Trunk Road which are situated between—

(*a*) a point directly west of its junction with classified road C37 and a point about 665 metres west from its junction with unclassified road U109;

(*b*) a point approximately 660 metres west of its junction with unclassified road U118 and a point about 280 metres west of its junction with classified road C43 at Bridge Farm;

(*c*) a point approximately 400 metres west of its junction with the A1088 principal road and a point about 260 metres east of the same junction.