STATUTORY INSTRUMENTS

1986 No. 667

HIGHWAYS, ENGLAND AND WALES

The London–Penzance Trunk Road

(Thruxton–Amesbury Section Slip Roads) (No. 2) Order 1986

Made - - - -	*20th March* 1986
Coming into Operation	*25th April* 1986

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 41 of the Highways Act 1980 (**a**), and now vested in him (**b**), and of all other enabling powers:—

1. The London–Penzance Trunk Road (Thruxton–Amesbury Section Slip Roads) Order 1980 (**c**) is hereby varied by deleting therefrom reference to the slip roads which would form a junction between the A303 trunk road and Salisbury Road (A338) at Park House, Cholderton as described in the schedule, and shown on site plan number 1 of the deposited plan, to that Order.

2. The new highways which the Secretary of State proposes to construct along the routes described in the schedule 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.

3. The centre lines of the new trunk roads are indicated by heavy black lines on the deposited plan.

4. 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 purpose of through traffic.

(**a**) 1980 c.66. (**b**) S.I 1981/238. (**c**) S.I. 1980/1280.

5. In this Order:—

(i) "the deposited plan"	means the plan numbered CSE 208/2B/26/06, marked "The London–Penzance Trunk Road (Thruxton–Amesbury Section Slip Roads) (No. 2) Order 1986", signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, Marsham Street, London SW1P 3PY;
(ii) "the main new trunk road"	means the trunk road to be constructed by the Secretary of State in pursuance of the London–Penzance Trunk Road (Thruxton–Amesbury Section) Order 1980 (**a**);
(iii) "the new trunk roads"	means the highways mentioned in article 2 of this order and "a new trunk road" means one of those highways;
(iv) "the slip roads"	has the meaning given in article 2 of this order;
(v) "the trunk road"	means the London–Penzance Trunk Road (A303).

6. This Order shall come into operation on 25th April 1986 and may be cited as the London–Penzance Trunk Road (Thruxton–Amesbury Section Slip Roads) (No. 2) Order 1986.

Signed by authority of
the Secretary of State.

J. Peeler,
Regional Director,
South East Region,
Department of Transport.

20th March 1986

(**a**) S.I. 1980/1281.

THE SCHEDULE

ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:—

(1) *Junction with the trunk road and Salisbury Road (A338) at Park House*

Six routes to connect the eastbound and westbound carriageways of the main new trunk road with the trunk road and Salisbury Road (A338) as proposed to be improved at Park House on the County boundary between Hampshire and Wiltshire (the new trunk roads along these routes being respectively given the reference numbers 1, 2, 3, 4, 5 and 6 on the deposited plan—Site Plan 1).

(2) *Junction with the Kimpton–Quarley Road at Lains Farm, Quarley*

A route to connect the eastbound carriageway of the main new trunk road with the Kimpton–Quarley Road (the C131 road and U57 road) as proposed to be improved (the new trunk road along this route being given the reference number 1 on the deposited plan—Site Plan 2).