

1973 No. 1516

**HIGHWAYS, ENGLAND AND WALES**

**The King's Lynn—Newark Trunk Road  
(Leadenham By-Pass and Slip Roads) Order 1973**

*Made* . . . . . 28th August 1973

*Coming into Operation* . . . . . 28th September 1973

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—

(a) along the routes described in Schedule 1 to this Order (the highways along these routes 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 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.

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(a) 1959 c. 25.

(b) 1966 c. 42.

(c) 1971 c. 41.

(d) S.I. 1970/1681 (1970 III, p. 5551).

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 Council of Lincoln, Parts of Kesteven 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;

“the deposited plan” means the plan numbered HA7/2 EM47, marked “The King’s Lynn–Newark Trunk Road (Leadenham By-Pass and Slip Roads) Order 1973”, 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 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 and “a new trunk road” means one of those highways;

“the Trunk Road” means the King’s Lynn–Sleaford–Newark Trunk Road (A17).

6. This Order shall come into operation on the 28th September 1973 and may be cited as the King’s Lynn–Newark Trunk Road (Leadenham By-Pass and Slip Roads) Order 1973.

Signed by authority of the Secretary of State

*A. E. A. Brain*

A Regional Director in the  
Department of the Environment.

28th August 1973.

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## SCHEDULE 1

### ROUTES OF THE MAIN NEW TRUNK ROAD

The routes of the main new trunk road are the following:—

Routes about 2.60 kilometres in length, starting at a point on the Trunk Road at Leadenham 560 metres north-west of its junction with Back Lane, and going north-eastwards then generally southwards to a point 100 metres south of the junction of Pottergate Road with Long Lane West at Leadenham and then south-eastwards to a point on the Trunk Road at Fulbeck 400 metres south-east of its junction with Pottergate Road.

## SCHEDULE 2

### ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:—

*(1) Junction with Cliff Road (A607) at Leadenham*

A route to connect the eastbound carriageway of the main new trunk road at Leadenham with Cliff Road at Welbourne (the new trunk road along this route being given the reference letter "A" on the deposited plan).

*(2) Junction with Long Lane East at Leadenham*

A route to connect the eastbound carriageway of the main new trunk road with Pottergate Road at Leadenham, as proposed to be re-aligned (the new trunk road along this route being given reference letter "B" on the deposited plan).

*(3) Junction with Long Lane West at Leadenham*

A route to connect the westbound carriageway of the main new trunk road with Pottergate Road at Leadenham as proposed to be re-aligned (the new trunk road along this route being given the reference letter "C" on the deposited plan).

## SCHEDULE 3

### 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 trunk road which is situated between a point 560 metres north-west of its junction with Back Lane and a point 400 metres south-east of its junction with Pottergate Road.

(NOTE: 1 Metre = 1.094 yards approximately)