

1974 No. 1843

**HIGHWAYS, ENGLAND AND WALES**

**The A10 London—King's Lynn Trunk Road  
(Brandon Creek—South Runcton) Order 1974**

*Made* - - - - - 1st November 1974

*Coming into Operation* 6th December 1974

The Secretary of State for the Environment makes this Order in exercise of his powers under sections 7, 20 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. The lengths of trunk road described in Schedule 2 to this Order and shown by broad striped hatching on the deposited plan shall cease to be trunk roads and shall be classified as specified in Schedule 3 as from the date on which the Secretary of State notifies the County Council of Norfolk that the new trunk roads are open for through traffic.

5. The Secretary of State is authorised to construct the bridge specified in Schedule 4 to this Order as part of the new trunk road referred to in Schedule 1 to this Order.

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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).

6. 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 HA 11/1 EC 19, marked “The A10 London-King’s Lynn Trunk Road (Brandon Creek-South Runcton) 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 OTE, where it is open to inspection 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 London-King’s Lynn Trunk Road (A10).

7. This Order shall come into operation on 6th December 1974 and may be cited as the A10 London-King’s Lynn Trunk Road (Brandon Creek-South Runcton) Order 1974.

Signed by authority of the Secretary of State

1st November 1974.

*F. J. S. Best,*

Director,

Eastern Road Construction Unit,  
Department of the Environment.

## SCHEDULE 1

### ROUTES OF THE NEW TRUNK ROADS

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

*Length 1*—a route about 1·15 kilometres in length starting at a point on the eastern side of the Trunk Road, approximately 110 metres north of Brandon Creek Bridge, then going in a general northerly direction to a point on the eastern side of the Trunk Road, approximately 325 metres south of the Engine Drain.

*Length 2*—a route about 110 metres in length starting at a point on the eastern side of the Trunk Road, approximately 255 metres north of the Engine Drain to a point on the east boundary of the existing A10, approximately 365 metres north of the Engine Drain.

*Length 3*—a route about 1.36 kilometres in length to the west of Southery starting at a point on the western side of the Trunk Road approximately 22 metres south of White Bridge Drain and going in a north-westerly direction to a point on the southern side of the Trunk Road at its junction with the highway to Further Fen Farm.

*Length 4*—a route about 400 metres in length starting at a point on the eastern side of the Trunk Road, approximately 475 metres north of its junction with the highway to Further Fen Farm and going in a north-easterly direction to a point on the eastern side of the Trunk Road approximately 320 metres south of Modney Bridge.

*Length 5*—Not now allocated (See Note 2).

*Length 6*—a route about 1.93 kilometres in length to the west of Hilgay starting at a point on the western side of the Trunk Road, approximately 220 metres north of the centre line of Modney Bridge and going in a general northerly direction to follow generally the line of the track known as Cross Drove, continuing in a north-easterly direction to terminate at a point on the western side of the Trunk Road, approximately 70 metres north of the centre line of the existing bridge over the River Wissey.

*Length 7*—a route about 1.20 kilometres in length to the east of Fordham starting at a point on the eastern side of the Trunk Road, approximately 230 metres north of the bridge over the Cut Off Channel and going in a north-westerly direction to a point on the eastern side of the Trunk Road, approximately 65 metres south of the southern boundary of Common Wood.

*Length 8*—a route about 4.17 kilometres in length to the east of Denver, Downham Market and Wimbotsham starting at a point on the eastern side of the Trunk Road approximately 415 metres north of its junction with Whin Common Road and going in a north-easterly direction to a roundabout junction with the Downham Market Swaffham Road (A1122) and then in a northerly direction to a point on the south-eastern side of the Trunk Road approximately 320 metres north of its junction with Mill Lane.

*Length 9*—a route about 1.04 kilometres in length to the west of Stow Bardolph starting at a point on the western side of the Trunk Road, approximately 380 metres north of its junction with Mill Lane and going in a general northerly direction to a point on the western side of the Trunk Road approximately 180 metres south of the southern boundary of the Copse.

*Length 10*—a route about 660 metres in length to the west of Union Plantation starting at a point on the western side of the Trunk Road approximately 45 metres north-east of Hogge's Bridge and going in a general northerly direction to a point on the south-western side of the Trunk Road, approximately 300 metres south of its junction with the highway to Runcton Holme.

*Length 11*—a route about 200 metres in length starting at a point on the western side of the Trunk Road, approximately 15 metres north of St Andrew's Church, South Runcton, to a point on the western side of the Trunk Road approximately 215 metres north of the Church.

## SCHEDULE 2

### 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 and are those lengths which are situated between the starting and terminating points of the routes of the new trunk roads (described in Schedule 1 above).

### SCHEDULE 3

#### LENGTHS OF ROAD TO BE CLASSIFIED

The lengths of the superseded Trunk Road to be classified are as follows:—

- (a) that section through Southery corresponding to Length 3 of the new trunk road shall be classified road, with the exception of a length extending for 25 metres south-west and 10 metres north-east of the White Bridge drain;
- (b) that section through Hilgay corresponding to Length 6 of the new trunk road shall be classified road;
- (c) that section through Fordham corresponding to Length 7 of the new trunk road shall be classified road;
- (d) that section through Denver and Downham Market corresponding to Length 8 of the new trunk road shall be classified;
- (e) that section in the centre of Stow Bardolph between Stowbridge Road and Crimplehsam Road shall be classified road; and
- (f) that section from its junction with the new and improved trunk road in the vicinity of Hogge's Bridge to its junction with the highway to Shouldham Thorpe shall be classified road.

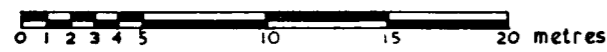
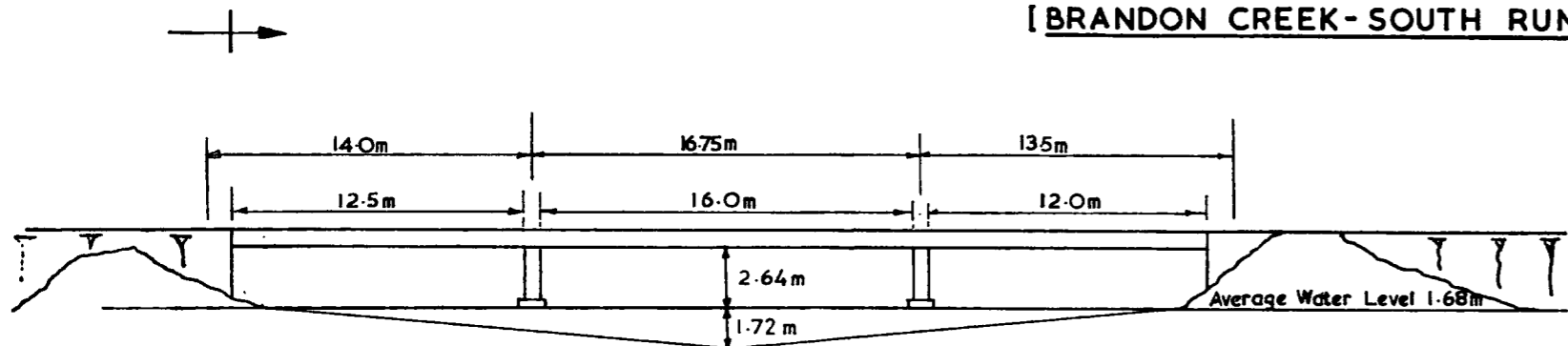
#### NOTES

1. Metric measurements are used in Schedules to this Order and a table giving their approximate imperial equivalent is set out below:—

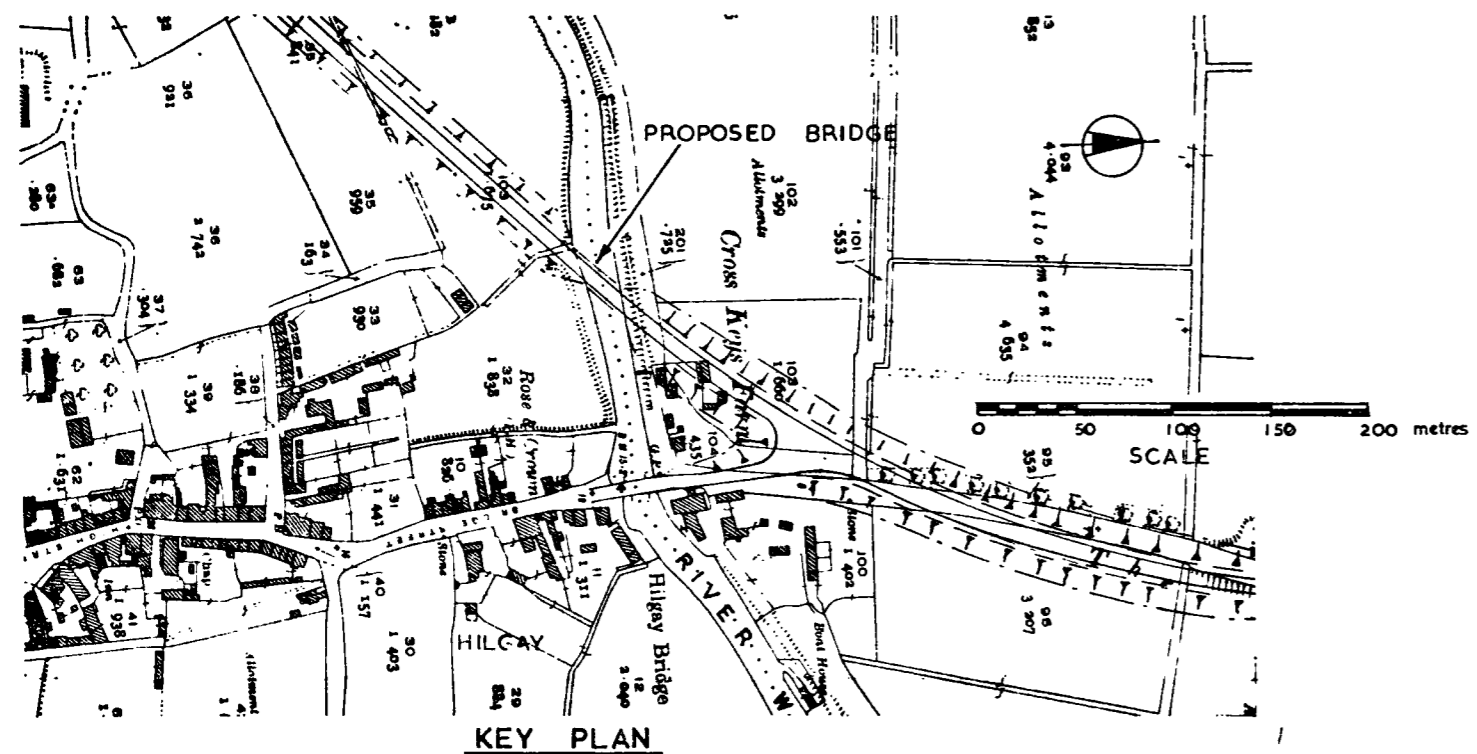
1 kilometre	= 0.621 miles approximately
1 metre	= 1.094 yards approximately
1 millimetre	= 0.039 inches approximately

2. The revised line for the Hilgay Bypass has necessitated a minor realignment of the proposed new trunk road in the vicinity of Modney Bridge which the Secretary of State proposes to carry out under his general powers as an improvement to the existing Trunk Road,

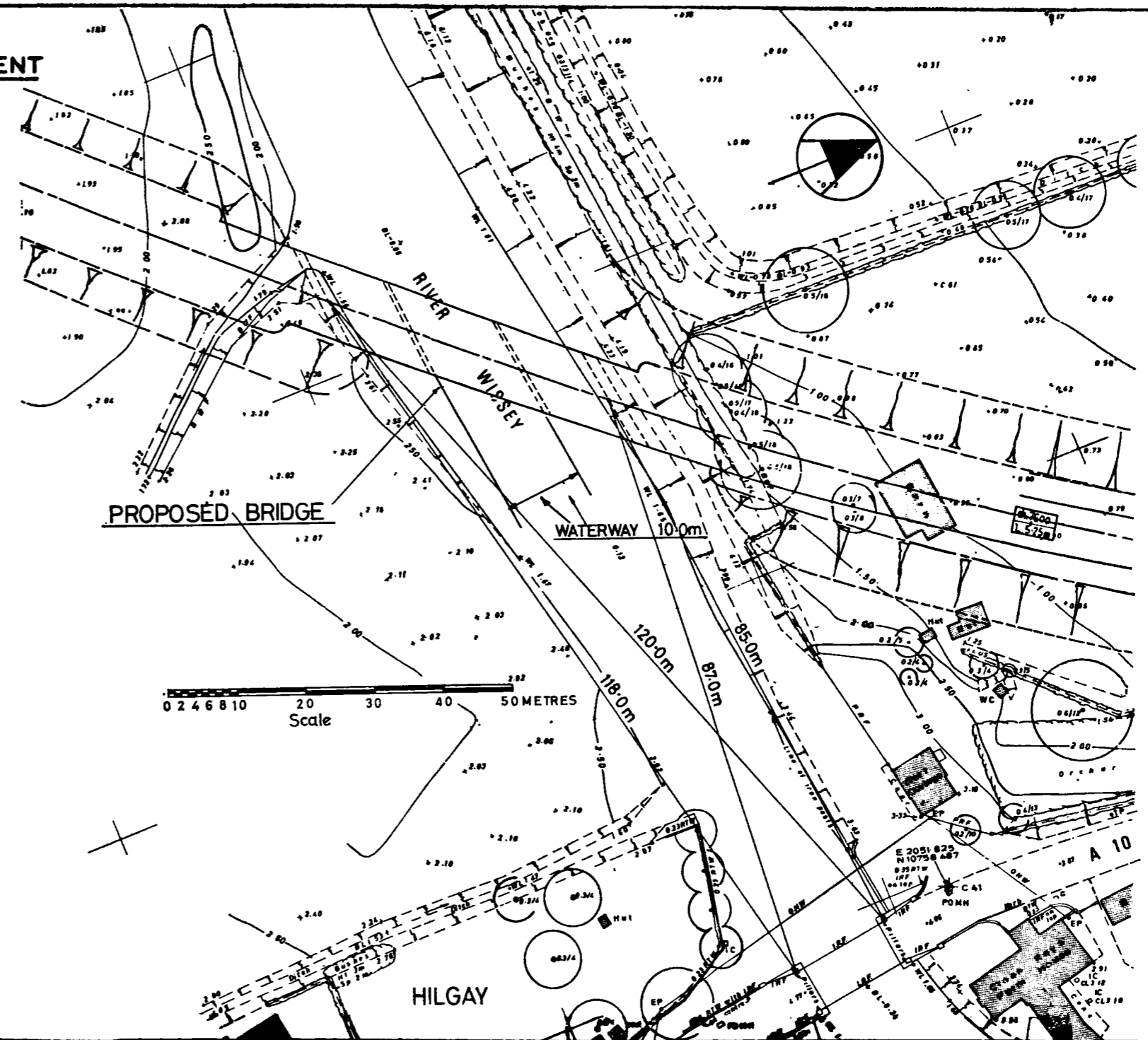
**A10 LONDON-KINGS LYNN TRUNK ROAD  
[ BRANDON CREEK - SOUTH RUNCTON ] IMPROVEMENT**



SCALE  
**EASTERN ELEVATION**



**KEY PLAN**



Scale  
0 2 4 6 8 10 20 30 40 50 METRES

**SPECIFICATION**

**Type of Construction**  
The bridge will comprise a continuous reinforced concrete deck on reinforced concrete piers and abutments.

**Span**  
3 spans of 12.50, 16.00 and 12.00m.

**Headway**  
Height in channel above average water level: 2.64m.

**Waterway**  
Navigable channel width 10.0m. Average depth of water at centre of channel: 1.72m.

**Points of Commencement & Termination**

In the Parishes of Hilgay & Fordham in the District of West Norfolk

(a) From the south abutment of the river bridge carrying the A 10 over the River Wissey to a point (i) 118.0 metres westwards and on the south river bank, 1.5 metres from the water's edge, and

(ii) 87.0 metres westwards and on the north river bank, 1.0 metres from the water's edge.

(b) From the north abutment of the river bridge carrying the A 10 over the River Wissey to a point (i) 85.0 metres westwards and on the north river bank, 1.0 metre from the water's edge, and

(ii) 120.0 metres westwards and on the south river bank, 1.50 metres from the water's edge.

