

This Statutory Instrument supersedes The Earlier Instrument published on 6th December 1989 and is to be issued free of charge to all known recipients of that Instrument.

STATUTORY INSTRUMENTS

1989 No. 2187

HIGHWAYS, ENGLAND AND WALES

**The A11 Trunk Road (Red Lodge
Bypass and Slip Roads) Order 1989**

Made - - - - 20th November 1989

Coming into force - - 14th December 1989

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10, 12 and 41 of the Highways Act 1980(1), and now vested in him(2), and of all other enabling powers:

1. The new highways which the Secretary of State proposes to construct—
 - (a) along the route described in Schedule 1 to this Order (the highway along this route 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 force.

2. The centre line of each new trunk road is indicated by a heavy black line on the deposited plan.
3. The Secretary of State directs as respects any part of a highway which crosses the route of a new trunk road 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.

(1) 1980 c. 66.
(2) S.I. 1981/238.

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 Councils of Suffolk and Cambridgeshire that the new trunk roads are open for through traffic.

5. The Order of 1969 is hereby revoked.

6. In this Order–

(1) all measurements of distance are measured along the route of the relevant highway;

(2)	
(i) “classified road”	as a classification for a highway, means that the highway is not a principal road for the purposes of enactments or instruments which refer to the highways classified as principal roads but is a classified road for the purpose of every enactment and instrument which refers to highways classified by the Secretary of State and which does not specifically refer to their classification as principal roads;
(ii) “the deposited plan”	means the plan numbered HA10/2E/289, marked “The A11 Trunk Road (Red Lodge Bypass and Slip Roads) Order 1989”, signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, 43 Marsham Street, London SW1P 3PY;
(iii) “the main newtrunk road”and “the slip roads”	have the meanings given in article 1 of this Order;
(iv) “the new trunkroads”	means the highways mentioned in article 1 of this Order and “a new trunk road” means one of those highways;
(v) “principal road”	as a classification for a highway, means that the highway is a principal road for the purposes of enactments and instruments which refer to highways classified as principal roads and is also classified for the purpose of every other enactment and instrument which refers to highways classified by the Secretary of State;
(vi) “the Trunk Road”	means the A11 Trunk Road;
(vii) “the Side RoadsOrder”	means the A11 Trunk Road (Red Lodge Bypass Side Roads) Order 1989; and
(viii) “the Order of 1969”	means the London–Norwich Trunk Road (Red Lodge, Freckenham Bypass) Order 1969(3).

7. This Order shall come into force on 14th December 1989 and may be cited as the A11 Trunk Road (Red Lodge Bypass and Slip Roads) Order 1989.

Signed by authority of the Secretary of State

20th November 1989

Peter Emms
Regional Director Eastern Region
Department of Transport

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

A route at Red Lodge, in the Counties of Suffolk and Cambridgeshire, about 2.37 kilometres in length, starting at a point on the Trunk Road about 470 metres south-west of the River Kennett Bridge, turning northwards then eastwards to rejoin the Trunk Road at a point 140 metres north-east of its junction with the Worlington Road (C610) and Warren Road (C611).

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slips roads are–

(1) at junction with Elms Road a route to connect the northbound carriageway of the main new trunk road with Elms Road (U6004), the route of this slip road being given the reference number 1 on the deposited plan, and

(2) at junction with the Worlington Road and Warren Road three routes to connect the northbound and southbound carriageways of the main new trunk road with the Worlington Road (C610), Warren Road (C611), the Trunk Road (Turnpike Road) and Elms Road (U6004) (by means of two roundabouts proposed to be constructed pursuant to the Side Roads Order), the routes of these slip roads being respectively given the reference numbers, 2, 3 and 4 on the deposited plan.

SCHEDULE 3

LENGTH OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

That length of the Trunk Road which extends from a point about 470 metres south-west of the River Kennett Bridge, north-eastwards to a point 140 metres north-east of its junction with the Worlington Road (C610) and Warren Road (C611).

EXPLANATORY NOTE

(This note is not part of the Order)

The Order lays down a line for a trunk road bypass of Red Lodge, Suffolk, which also runs over land in Cambridgeshire, and the Order provides for the detrunking of the superseded length of trunk road. The Order also provides for the revocation of an order made under section 7 of the Highways Act 1959, which made similar provision but was not acted upon.