

2007 No. 1250

HIGHWAYS, ENGLAND

**The A14 Trunk Road (Haughley New Street to
Stowmarket Improvement and Detrunking) Order 2007**

Made - - - - - *3rd April 2007*

Coming into force - - - - - *5th April 2007*

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^(a) and now vested in him^(b):

1. This Order may be cited as the A14 Trunk Road (Haughley New Street to Stowmarket Improvement and Detrunking) Order 2007 and shall come into force on 5th April 2007.

2. 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 enactment or instruments which refer to 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 main new road” means the new highway which the Secretary of State proposes to construct along the route described in Schedule 1 to this Order;

(iii) “the new trunk roads” means the main new road and the slip roads;

(iv) “the plan” means the plan numbered HA10/MP/087 marked “The A14 Trunk Road (Haughley New Street to Stowmarket Improvement and Detrunking) Order 2007” signed by authority of the Secretary of State for Transport and deposited at ODPM-DfT Records Management Branch, Floor 13 (IMD), Ashdown House, St Leonards on Sea, Hastings, East Sussex TN37 7GA;

(v) “the slip roads” means the new highways which the Secretary of State proposes to construct along the routes described in Schedule 2 to this Order and which connect the main new road with other highways or proposed highways at the places stated in that Schedule; and

(vi) “the trunk road” means the A14 Trunk Road.

3. From the date which this Order comes into force the main new road and the slip roads shall become trunk roads.

4. The centre line of each of the new trunk roads is indicated by a heavy black line on the plan.

(a) 1980 c. 66.

(b) SI 1981/238.

5. 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 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 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 traffic.

6. The length of the trunk road described in Schedule 3 to this Order, which is shown by broad black dashes on the plan, shall cease to be a trunk road and shall be classified as a classified road from the date on which the Secretary of State notifies the Suffolk County Council that the main new road is open for traffic.

Signed by authority of the
Secretary of State for Transport

3rd April 2007

John Sherwood
A Divisional Director
Highways Agency

SCHEDULE 1

ROUTE OF THE MAIN NEW ROAD

The route of the main new road is 2.85 kilometres in length, from a point on the trunk road 300m east of Haughley Bushes accommodation bridge in the County of Suffolk to a point on the trunk road at its junction with the Shepherds Lane U4502.

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads at the Proposed Junction at Tot Hill are as follows:

- (a) A route from the eastbound carriageway of the main new road to a new roundabout which the Secretary of State proposes to construct at a location to the north-east of the main new road opposite Tot Hill Farm (the slip road along this route being given the number 1 on the plan),
- (b) A route from the new roundabout which the Secretary of State proposes to construct at a location to the north-east of the main new road opposite Tot Hill Farm to the eastbound carriageway of the main new road (the slip road along this route being given the number 2 on the plan),
- (c) A route from the new roundabout which the Secretary of State proposes to construct at a location to the south-west of the main new road to the westbound carriageway of the main new road opposite Tot Hill Farm (the slip road along this route being given the number 3 on the plan), and
- (d) A route from the westbound carriageway of the main new road to a new roundabout which the Secretary of State proposes to construct at a location to the south-west of the main new road opposite Tot Hill Farm (the slip road along this route being given the number 4 on the plan).

SCHEDULE 3

LENGTH OF THE TRUNK ROAD CEASING TO BE A TRUNK ROAD

The length of the trunk road ceasing to be a trunk road is situated between—

On the eastbound carriageway from a point 300m east of Haughley Bushes accommodation bridge, to its junction with the western access to the Refuse Tip and

On the westbound carriageway—

from its junction with Chilton Way U4540 for a distance of 520m and

from its junction with Shepherds Lane U4502 to a point 300m east of Haughley Bushes accommodation bridge.

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