

2003 No. 1142

HIGHWAYS, ENGLAND

**The A41 London to Birkenhead Trunk Road
(Hertfordshire) (Detrunking) Order 2003**

Made - - - - - *11th March 2003*

Coming into force - - - *1st May 2003*

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 12 of the Highways Act 1980^(a) and now vested in him^(b), and of all other powers enabling him in that behalf—

1. This Order may be cited as the A41 London to Birkenhead Trunk Road (Hertfordshire) (Detrunking) Order 2003 and shall come into force on 1st May 2003.

2. In this Order—

- (i) “the plan” means the plan folio numbered HA 10/OD/419, consisting of site plans 1 to 32 and marked “The A41 London to Birkenhead Trunk Road (Hertfordshire) (Detrunking) Order 2003”, signed by authority of the Secretary of State for Transport and deposited at the ODPM–DfT Records Management Branch, Floor 13 (IMD), Ashdown House, St Leonards on Sea, East Sussex TN7 7GA;
- (ii) “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; and
- (iii) “the trunk road” means the A41 Trunk Road (A41).

3. The length of the trunk road described in the Schedule to this Order shall cease to be a trunk road and shall be classified as a principal road, for which Hertfordshire County Council will become highway authority, from the date this Order comes into force.

Signed by authority of the Secretary of State for Transport

11th March 2003

W. S. C. Wadrup
A Divisional Director,
Highways Agency

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

SCHEDULE

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 in the County of Hertfordshire, between the boundary with the Greater London Authority (in the vicinity of M1 Junction 4) in south, to the end of the west facing slip roads of the A41/A4251 Akeman Street Interchange (the “Twist”), some 150m west of where the trunk road crosses Oddy Hill, near Tring in the north, and is shown by broad black dashes on the plan. The following features are included (from north to south):

- the slip roads at the A41/A425 Akeman Street Interchange (the “Twist”) south-east of Tring;
- the slip roads at the A41/A416 Chesham Road Interchange south of Berkhamsted;
- the slip roads at the partial junction with Stoney Lane west of Hemel Hempstead;
- the slip roads at the partial junction with Bourne End Lane west of Hemel Hempstead;
- the slip roads at the A41/A4251 London Road Interchange west of Hemel Hempstead;
- the slip roads at the A41/A41 Two Waters Interchange south of Hemel Hempstead;
- the slip roads at the A41/M25 Junction 20 Interchange (but excluding the circulatory carriageway);
- a short length of the former A41, north-east of the A41/M25 Junction 20 Interchange, that provides access to residential properties;
- a short length of the former A41, south-east of the A41/M25 Junction 20 Interchange, that provides access to residential properties;
- the A41/A411 Hunton Bridge Roundabout;
- the slip roads at the A41/A405 Leavsden Green Interchange (which include the access to the Leavsden Aerodrome Development Site);
- the A41/A412 St Albans Road Roundabout;
- the slip roads and circulatory carriageway at the A41 Otterspool Way/M1 Junction 5 Interchange;
- the A41/B462 Hartspring Roundabout;
- the A41/A411 Elstree Road Roundabout;
- the A41/A5183 Elstree Hill South Roundabout.

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