STATUTORY INSTRUMENTS

1974 No. 1851

HIGHWAYS, ENGLAND AND WALES

The Exeter-Launceston-Bodmin Trunk Road (Exeter to Okehampton Diversion and Slip Roads) Order 1974

Made - - -	*4th November* 1974
Coming into Operation	*13th December* 1974

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 highway 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.

(a) 1959 c.25.
(b) 1966 c.42.
(c) 1971 c.41.
(d) S.I. 1970/1681 (1970 III, p. 5551).

[DOE 19014]

4. The lengths of trunk road described in Schedule 3 to this Order and shown by broad striped hatching on the deposited plan shall cease to be trunk roads and shall be classified as classified roads as from the date on which the Secretary of State notifies the County Council of Devon 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 plans " means the plans numbered 1, 2 and 3 and contained in the plan folio numbered HA 7/2—CSW 27, marked " The Exeter-Launceston-Bodmin Trunk Road (Exeter to Okehampton Diversion and Slip Roads) 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 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 Exeter-Launceston-Bodmin Trunk Road (A30).

6. This Order shall come into operation on 13th December 1974 and may be cited as the Exeter-Launceston-Bodmin Trunk Road (Exeter to Okehampton Diversion and Slip Roads) Order 1974.

Signed by authority of the Secretary of State

P. G. LYTH,
Director,
South Western Road Construction Unit,
Department of the Environment.

4th November 1974.

SCHEDULE 1

ROUTES OF THE MAIN NEW TRUNK ROADS

The routes of the main new trunk roads are routes shown by solid black bands on the deposited plans 1, 2 and 3 and are routes:—

PLANS 1 AND 2

(*a*) about 15.4 kilometres in length, starting at a point 415 metres south-east of the junction of the Trunk Road with Cutteridge Lane in the parish of Alphington in the County of Devon then going in a westerly direction and ending at its junction with the Trunk Road at a point approximately 240 metres east of the junction of the Trunk Road with Hask Lane in the Parish of Cheriton Bishop in the County of Devon;

(*b*) about 0.42 kilometres in length, starting at a point 550 metres south-west of the junction of the Trunk Road with Hask Lane in the parish of Cheriton Bishop aforesaid then going in a westerly direction and ending at its junction with the Trunk Road at a point approximately 375 metres east of Harepath Cross; and

PLAN 3

(*c*) about 8.68 kilometres in length, starting at a point 420 metres east-south-east of the junction of the Trunk Road with Blue Lane in the parish of Cheriton Bishop aforesaid then going in a north-westerly direction and ending at its junction with the Trunk Road at a point approximately 150 metres north-west of Tongue End Cross.

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:—

PLAN 1

(1) *Junction with the* A30 *Trunk Road at Five Mile Hill Cross*

Four routes to connect the west bound and east bound carriageways of the main new trunk road with the Exeter-Launceston-Bodmin Trunk Road (A30) (the new trunk roads along these routes being respectively given the reference numbers 1, 2, 3 and 4 on the deposited plan);

PLAN 2

(2) *Junction with the A30 Trunk Road at Cheriton Bishop*

Four routes to connect the west bound and east bound carriageways of the main new trunk road with the Exeter-Launceston-Bodmin Trunk Road (A30) east of Cheriton Bishop (the new trunk roads along these routes being respectively given the reference numbers 5, 6, 7 and 8 on the deposited plan); and

PLAN 3

(3) *Junction with the A30 Trunk Road at Whiddon Down*

Four routes to connect the west bound and east bound carriageways of the main new trunk road with the Exeter-Launceston-Bodmin Trunk Road (A30) north-east of Whiddon Down (the new trunk roads along these routes being respectively given the reference numbers 9, 10, 11 and 12 on the deposited plan).

SCHEDULE 3

LENGTHS OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

Three lengths of trunk road ceasing to be a trunk road are shown by broad striped hatching on the deposited plans 1, 2 and 3 and are three lengths of the Trunk Road which are situated between the starting and termination points of the routes of the new trunk road described in paragraphs (*a*), (*b*) and (*c*) of Schedule 1 above.

Note:—Units of length

1 Kilometre=0.621 miles approximately.

1 Metre =1.094 yards approximately.

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