STATUTORY INSTRUMENTS

1983 No. 1871

HIGHWAYS, ENGLAND AND WALES

The Exeter–Launceston–Bodmin Trunk Road (Okehampton Bypass and Slip Roads) Order 1983

Made - - - - 29*th November* 1983

Coming into Operation 6*th January* 1984

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 41 of the Highways Act 1980(a) and now vested in him(b), 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 highways 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,

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

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.

4. In this Order:—

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

(2)	(i) "the deposited plan"	means the plan numbered HA 10/2 CSWM 6 marked "The Exeter–Launceston–Bodmin Trunk Road (Okehampton Bypass and Slip Roads) Order 1983", signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, Marsham Street, London, SW1P 3PY;
	(ii) "the main new trunk road" and "the slip roads"	have the meanings given in Article 1 of this Order;
	(iii) "the new trunk roads"	means the highways mentioned in Article 1 of this Order; and
	(iv) "the trunk road"	means the Exeter–Launceston–Bodmin Trunk Road (A30).

5. This Order shall come into operation on 6th January 1984 and may be cited as the Exeter–Launceston–Bodmin Trunk Road (Okehampton Bypass and Slip Roads) Order 1983.

G. M. Wedd,
Regional Director
South West Region
Department of Transport.

Signed by authority of
the Secretary of State
29th November 1983.

SCHEDULE 1

ROUTES OF THE MAIN NEW TRUNK ROAD

The routes of the main new trunk road are routes at or near to Okehampton in the County of Devon and are routes:—

(a) about 7.1 kilometres in length starting at a point approximately 340 metres north west of Tongue End Cross in the parish of Sampford Courtenay then going in a westerly direction south of Okehampton, and ending at a point on the Trunk Road approximately 10 metres west of the junction of the Trunk Road with the Meldon to Bowerland Road in the parish of Okehampton Hamlets; and

(*b*) about 275 metres in length starting at a point approximately 10 metres south west of the junction of the Trunk Road with the A386 Tavistock–Bideford Road in the parish of Sourton then going in a southwesterly direction to finish as a roundabout, the centre point of which will be approximately 220 metres south west of the junction of the Trunk Road with the A386 Tavistock–Bideford Road in the said parish of Sourton.

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:—

(1) *Junction with the A30 Trunk Road east of Stockley Hamlet*
A route to connect the eastbound carriageway of the main new trunk road with the proposed diversion of the Trunk Road east of Stockley Hamlet (the new slip road along this route being given the reference number 1 on the deposited plan);

(2) *Junction with the A30 Trunk Road at Stockley Hamlet*
Two routes to connect the westbound and eastbound carriageways of the main new trunk road with the Trunk Road at Stockley Hamlet (the new slip roads along these routes being respectively given the reference numbers 2 and 3 on the deposited plan);

(3) *Junction with proposed new highway at Higher Hughslade*
Two routes to connect the eastbound and westbound carriageways of the main new trunk road with a proposed new highway at Higher Hughslade (the new slip roads along these routes being respectively given the reference numbers 4 and 5 on the deposited plan); and

(4) *Junction with the A30 Trunk Road at Sourton Down*
A route to connect the eastbound and westbound carriageways of the trunk road with the roundabout to be constructed as the western terminal of the main new trunk road at Sourton Down (the new slip road along this route being given the reference number 6 on the deposited plan).

Note: Units of length
1 Kilometre = 0.621 miles approximately
1 Metre = 1.094 yards approximately