STATUTORY INSTRUMENTS

1973 No. 1558

HIGHWAYS, ENGLAND AND WALES

The Exeter—Launceston—Bodmin Trunk Road (Pearce's Hill—Pocombe Link and Slip Roads) Order 1973

Made - - - *5th September* 1973

Coming into Operation *14th September* 1973

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

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.

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 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 plan"	means the plan numbered HA 7/2—CSW 24, marked "The Exeter—Launceston—Bodmin Trunk Road (Pearce's Hill—Pocombe Link and Slip Roads) Order 1973", signed by authority of the Secretary of State and deposited at the Department of the Environment, St. Christopher House, Southwark Street, London SE1 OTE where it is open to inspection 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 14th September 1973 and may be cited as the Exeter—Launceston—Bodmin Trunk Road (Pearce's Hill—Pocombe Link and Slip Roads) Order 1973.

Signed by authority of the Secretary of State

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

5th September 1973.

SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route, about 6·10 kilometres in length, starting at a point 420 metres south-east of the junction of Deepway Lane with Little Silver Lane in the parish of Exminster in the County of Devon then going in a north-westerly direction and ending at its junction with the Trunk Road at a point approximately 230 metres west of the junction of the Trunk Road with Westwood Lane.

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:—

(1) *Junction with the* A38 *Trunk Road at Pearce's Hill*

A route to connect the west-bound carriageway of the main new trunk road with the Pearce's Hill to Wobbly Wheel road (A38) (slip road No. 2) (as proposed to be constructed) at Pearce's Hill (the new trunk road along this route being given the reference number 1 on the deposited plan); and

(2) *Junction with Ide Lane at Alphington*

Four routes to connect the west-bound and east-bound carriageways of the main new trunk road with a roundabout to be constructed as part of Ide Lane at Alphington (the new trunk roads along these routes being respectively given the reference numbers 2, 3, 4 and 5 on the deposited plan).

SCHEDULE 3

LENGTH OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

The length of trunk road ceasing to be a trunk road is shown by broad striped hatching on the deposited plan and is that length of the Trunk Road which is situated between the termination point of the route of the main new trunk road and the boundary of the City and County of a City of Exeter approximately 370 metres east of Pocombe Bridge.

NOTE:-

1 Kilometre	=	0.621 miles approximately
1 Metre	=	1.094 yards approximately
1 Millimetre	=	0.039 inches approximately