STATUTORY INSTRUMENTS

1989 No. 997

HIGHWAYS, ENGLAND AND WALES

The London-Penzance Trunk Road A30 (Zelah Bypass and Slip Roads) Order 1989

Made - - - -	*6th June 1989*
Coming into force	*30th June 1989*

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**), 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 to 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 force.

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.

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 Cornwall that the new trunk roads are open for through traffic.

5. In this Order —

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

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

(2)(i)	"classified road"	as a classification for a highway, means that the highway is not a principal road for the purposes of enactments 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 deposited plan"	means the plan numbered HA 10/2 CSWM 52 marked "The London-Penzance Trunk Road A30 (Zelah Bypass and Slip Roads) Order 1989" signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, 43 Marsham Street, London SW1P 3PY;
(iii)	"the new trunk roads"	means the main new trunk road and the slip roads; and
(iv)	"the Trunk Road"	means the London-Penzance Trunk Road (A30).

6. This Order shall come into force on 30th June 1989 and may be cited as the London-Penzance Trunk Road A30 (Zelah Bypass and Slip Roads) Order 1989.

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

Signed by authority of the Secretary of State
6th June 1989

SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is at Zelah in the County of Cornwall, and is about 2.13 kilometres in length, from a point on the Trunk Road at Henver about 80 metres south-west of its junction with the C364 classified road to Rejerrah (Henver Lane), south-westwards to a point on the Trunk Road at Marazanvose about 320 metres north-east of its junction with the C178 classified road to Ventongimps.

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads are —

(1) At the junction with the Trunk Road at Henver, Zelah

One route to connect the main new trunk road with the Trunk Road (the new trunk road along this route being given the reference number 1 on the deposited plan);

(2) At the junction with the C89 road to Shortlanesend

One route to connect the westbound lane of the main new trunk road with the classified road (C89) to Shortlanesend (the new trunk road along this route being given the reference number 2 on the deposited 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 between the starting and termination points of the route of the main new trunk road described in Schedule 1 above.