STATUTORY INSTRUMENTS

1976 No. 1683

HIGHWAYS, ENGLAND AND WALES

The London-Fishguard Trunk Road and the St Clears-Nash (South Pembrokeshire) Trunk Road (St Clears By-pass and Slip Roads) Order 1976

Made - - - - 25*th May* 1976

Coming into Operation 5*th November* 1976

The Secretary of State for Wales makes this Order in exercise of powers conferred by sections 7 and 44 of the Highways Act 1959(**a**) and now vested in him(**b**), section 27 of the Local Government Act 1966(**c**) and section 68 of the Highways Act 1971(**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 highways along these routes being in this Order referred to as "the main new trunk roads"), and

(*b*) along the routes described in Schedule 2 to this Order which connect the main new trunk roads 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.

4. The lengths of trunk roads described in Schedule 3 to this Order and shown by broad striped hatching on the deposited plan shall cease to be trunk roads

(**a**) 1959 c. 25. (**b**) S.I. 1965/319 (1965 I, p. 785).
(**c**) 1966 c. 42. (**d**) 1971 c. 41.

and shall be classified as indicated in the said Schedule as from the date on which the Secretary of State notifies the County Council of Dyfed 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 enactments or instruments which refer to highways classified as principal roads, but is a classified road for the purposes 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;

"the deposited plan" means the plan numbered HA 7/2—WO 106, marked "The London-Fishguard Trunk Road and The St Clears-Nash (South Pembrokeshire) Trunk Road (St Clears By-pass and Slip Roads) Order 1976", signed by authority of the Secretary of State and deposited at the Welsh Office, Cathays Park, Cardiff, where it is open to inspection free of charge at all reasonable hours;

"main Trunk Road" means the London-Fishguard Trunk Road (A40);

"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 main new trunk roads" and "the slip roads" have the meanings given in Article 1 of this Order;

"secondary Trunk Road" means the St Clears-Nash (South Pembrokeshire) Trunk Road (A477).

6. This Order shall come into operation on the 5th November 1976 and may be cited as the London-Fishguard Trunk Road and the St Clears-Nash (South Pembrokeshire) Trunk Road (St Clears By-pass and Slip Roads) Order 1976.

Signed by authority of
the Secretary of State
25th May 1976

D. A. R. Hall,
Director of Transport and Highways,
Welsh Office.

SCHEDULE 1

Routes of the Main New Trunk Roads

A. The routes of the main new Trunk Road are as follows:—

(i) a route about 1,440 metres in length starting at a point on the main Trunk Road (marked 'A' on the deposited plan) about 180 metres east of its junction with the access road to Bryngwyn and then going in a general south-easterly direction to a point (marked 'B' on the deposited plan) on the secondary Trunk Road about 150 metres north-east of Clifton House;

(ii) a route about 320 metres in length forming a roundabout centred on a point (marked 'C' on the deposited plan) about 175 metres north-east of Clifton House;

(iii) a route about 1,060 metres in length starting at its junction (marked 'D' on the deposited plan) with the roundabout described in paragraph A (ii) above and then going in a general north-easterly direction to a point on the main Trunk Road (marked 'E' on the deposited plan) about 210 metres east of its junction with Station Road;

(iv) a route about 800 metres in length starting at a point on the main Trunk Road (marked 'F' on the deposited plan) about 260 metres east of its junction with Station Road and then going in a general north-easterly direction to a point on the main Trunk Road (marked 'G' on the deposited plan) about 100 metres east of Grosvenor House.

B. The route of the new secondary Trunk Road is a route about 140 metres in length starting at its junction (marked 'H' on the deposited plan) with the main new trunk road, described in paragraph A (ii) above, and then going in a general south-westerly direction to a point on the secondary Trunk Road (marked 'J' on the deposited plan) about 20 metres south-west of Clifton House.

SCHEDULE 2

Routes of the Slip Roads

Two routes to connect the eastbound and westbound carriageways of the main new trunk road with the A4066 St Clears-Laugharne road (as proposed to be improved) at St Clears (the trunk roads along these routes being respectively given the reference numbers 1 and 2 on the deposited plan).

SCHEDULE 3

Lengths of Trunk Road Ceasing to be Trunk Road

A. Lengths of the main Trunk Road ceasing to be trunk road.

	CLASSIFICATION
(i) That length of the main Trunk Road situated between a point (marked 'A' on the deposited plan) and a point (marked 'K' on the deposited plan) at its junction with Llangynin Road;	
(ii) that length of the main Trunk Road which is situated between a point (marked 'K' on the deposited plan) and its junction (marked 'L' on the deposited plan) with the secondary Trunk Road;	Classified
(iii) that length of the main Trunk Road which is situated between the points marked 'L' and 'E' on the deposited plan; and	
(iv) that length of the main Trunk Road which is situated between the starting and terminating points described in paragraph A(iv) in Schedule 1 above.	

B. Lengths of the secondary Trunk Road ceasing to be trunk road.

	CLASSIFICATION
(i) that length of the secondary Trunk Road which is situated between the points marked 'L' and 'B' on the deposited plan; and	Classified
(ii) that length of the secondary Trunk Road which is situated between the points marked 'B' and 'J' on the deposited plan.	—

Unit of length: 1 metre = 1.094 yards approximately.