STATUTORY INSTRUMENTS

1978 No. 219

HIGHWAYS, ENGLAND AND WALES

The London-Inverness Trunk Road (Hale Moss to Golden Fleece Interchange Detrunking) Order 1978

Made - - - -	10*th February* 1978
Coming into Operation	1*st April* 1978

The Secretary of State for Transport makes this Order in exercise of powers conferred by section 7 of the Highways Act 1959(a), section 27 of the Local Government Act 1966(b) and now vested in him(c), and of all other enabling powers:—

1. The lengths of the Trunk Road (A6) described in the Schedule to this Order and shown by broad striped hatching on the deposited plan shall cease to be trunk roads and shall be classified as principal roads as from the date when this Order comes into operation.

2. In this Order:—

"the deposited plan" means the plan folio numbered HA7/2–N154 marked "The London–Inverness Trunk Road (Hale Moss to Golden Fleece Interchange Detrunking) Order 1978", containing three maps bound together and numbered 1–3 inclusive, signed by authority of the Secretary of State and deposited at the Department of Transport, St. Christopher House, Southwark Street, London SE1 0TE, where it may be inspected free of charge at all reasonable hours;

"principal road" as a classification for a highway, means that the highway is a principal road for the purposes of enactments and instruments which refer to highways classified as principal roads and is also classified for the purposes of every other enactment and instrument which refers to highways classified by the Secretary of State;

"the Trunk Road (A6)" means the London–Carlisle–Glasgow–Inverness Trunk Road (A6);

"the Trunk Road (A590)" means the Levens Bridge–Broughton-in-Furness–Workington–Aspatria–Carlisle Trunk Road (A590);

"the Trunk Road (A66)" means the Workington–Cockermouth–Keswick–Barons Cross Trunk Road (A66);

"the Trunk Road (A591)" means the London–Carlisle–Glasgow–Inverness (Kendal Link) Trunk Road (A591).

(a) 1959 c. 25. (b) 1966 c. 42. (c) S.I. 1970/1681.

[DET 30031]

3. This Order shall come into operation on 1st April 1978 and may be cited as the London–Inverness Trunk Road (Hale Moss to Golden Fleece Interchange Detrunking) Order 1978.

D. C. Pickup,

Regional Director,
Northern Region,
Department of Transport.

Signed by authority of the
Secretary of State.

10th February 1978.

THE SCHEDULE

LENGTHS OF TRUNK ROAD CEASING TO BE TRUNK ROADS

The lengths of trunk road ceasing to be trunk roads are:—

1. That length of the Trunk Road (A6) shown on Map No. 1 in the deposited plan which lies between the Lancashire/Cumbria County boundary at Hale Moss and its junction with the Trunk Road (A590) 50 metres north of Levens Bridge, an overall distance of about 5·85 miles.

2. That length of the Trunk Road (A6) shown on Map No. 2 in the deposited plan which lies between its junction with the Trunk Road (A591) at Brettargh Holt roundabout and its junction with the Trunk Road (A66) at Kempley Bank roundabout south of Penrith,(including a length of slip road connecting the south bound carriageway of the Trunk Road (A6) at Shenstone Hotel with the northbound carriageway of the principal road A591) an overall distance of about 29·88 miles.

3. That length of the Trunk Road (A6) shown on Map No. 3 in the deposited plan which lies between its junction with the M6 motorway at Catterlen interchange north of Penrith and its junction with the M6 Motorway at Golden Fleece interchange south of Carlisle (including the trunk road roundabout at Stonybeck Bridge and the trunk road Golden Fleece interchange) an overall distance of about 13·09 miles.

Printed in England by Oyez Press Limited, and published by Her Majesty's Stationery Office
150/P17153 A58 K6 2/78

10p net

ISBN 0 11 083219 1