STATUTORY INSTRUMENTS

1985 No. 732

HIGHWAYS, ENGLAND AND WALES

The Dolgellau-South of Birkenhead Trunk Road A494 (Ruthin Trunk Road Diversion) Order 1985

Made - - - - -	*3rd May* 1985
Coming into Operation	*19th June* 1985

The Secretary of State for Wales makes this Order in exercise of powers conferred by sections 10 and 12 of the Highways Act 1980(a) and of all other enabling powers:—

1. The existing highways specified in Schedule 1 to this Order and shown by thin striped hatching on the deposited plan shall become a trunk road as from the date when this Order comes into operation.

2. The lengths of the trunk road described in Schedule 2 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 classified or principal roads as shown in the said Schedule from the date when this Order comes into operation.

3. In this Order:—

(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 10/2W028 marked "The Dolgellau-South of Birkenhead Trunk Road A494 (Ruthin Trunk Road Diversion) Order 1985," signed by authority of the Secretary of State and deposited at the Welsh Office, Departmental Records Office, Curran Embankment, Penarth Road, Cardiff where it may be inspected free of charge at all reasonable hours;

(a) 1980 c. 66.

(iii) "principal road"	as a classification for a highway, means that the highway is a principal road for the purpose of enactments and instruments which refer to highways classified as principal roads and is also classified for the purpose of every other enactment and instrument which refers to highways classified by the Secretary of State; and
(iv) "the trunk road"	means Dolgellau South of Birkenhead Trunk Road (A494).

4. This Order shall come into operation on 19th June 1985 and may be cited as the Dolgellau South of Birkenhead Trunk Road A494 (Ruthin Trunk Road Diversion) Order 1985.

Signed by authority of the Secretary of State.

G. Mercer,
Director of Engineering
(Transport and Highways)
Welsh Office.

3rd May 1985.

SCHEDULE 1

Existing Highways to Become Trunk Road

The existing highways to become a trunk road at Ruthin in the County of Clwyd are:—

i. Lôn Fawr from its junction with Corwen Road to its junction with Mwrog Street;

ii. Mwrog Street from its junction with Lôn Fawr to its junction with Borthyn Road and Clwyd Street;

iii. Park Road from its junction with Borthyn Road and Clwyd Street to its junction with Wernfechan; and

iv. Wernfechan from its junction with Park Road to its junction with Rhos Street.

SCHEDULE 2

LENGTHS OF THE TRUNK ROAD CEASING TO BE A TRUNK ROAD

The lengths of the trunk road ceasing to be a trunk road are as follows:—

	CLASSIFICATION
i. Corwen Road from its junction with Lôn Fawr to its junction with Castle Street.	Classified
ii. Castle Street from the point where it joins Corwen Road to its junction with St. Peter's Square.	Classified
iii. St. Peter's Square.	Classified
iv. Market Place from its junction with St Peter's Square to its junction with Well Street.	Classified
v. Well Street from its junction with Market Place to its junction with Station Road.	Classified
vi. Well Street from its junction with Station Road to its junction with Rhos Street at Llanfair Street.	Principal
vii. Rhos Street from its junction with Well Street to its junction with Wernfechan.	Principal