

1973 No. 1388

**HIGHWAYS, ENGLAND AND WALES**

**The Exeter-Launceston-Bodmin Trunk Road (Launceston By-Pass  
and Slip Roads) Order 1973**

*Made* - - - - - 3rd August 1973

*Coming into Operation* 17th August 1973

The Secretary of State for the Environment makes this Order in exercise of his powers under sections 7, 44 and 286 of the Highways Act 1959(a) and section 27 of the Local Government Act 1966(b) and now vested in him(c) and of all other enabling powers:—

1. The Exeter-Launceston-Bodmin Trunk Road (Launceston By-Pass) Order 1959(d) is hereby revoked.

2. The new highways which the Secretary of State proposes to construct—

(a) along the routes described in Schedule 1 to this Order (these highways being in this Order referred to as “the main trunk road”), and

(b) along the routes described in Schedule 2 to this Order (which connect the main trunk road with other highways at the places stated in that Schedule, these highways being in this Order referred to as “the slip roads”),

shall become trunk roads as from the date when this Order comes into operation.

3. The Secretary of State directs that any part of a highway maintainable at the public expense by a local highway authority, being a part which crosses the route of any of the new trunk roads, shall be maintained by that authority until a date to be specified in a notice given by the Secretary of State to that authority. The date specified will not be later than the date on which the relevant route is opened for through traffic.

4. The lengths of trunk road described in Schedule 3 to this Order shall cease to be trunk roads and shall be classified as principal or classified roads as indicated in that Schedule as from the date on which the Secretary of State notifies the County Councils of Cornwall and 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 purposes of every enactment or instrument which refers to highways classified by the Secretary of State;

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(a) 1959 c. 25.

(c) S.I. 1970/1681 (1970 III, p. 5551).

(b) 1966 c. 42.

(d) S.I. 1959/2098.

- “the deposited plan” means the plan numbered HA 7/2—CSW 17 marked “The Exeter-Launceston-Bodmin Trunk Road (Launceston By-Pass 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 0TE, where it is open to inspection free of charge at all reasonable hours;
- “the main trunk road” and “the slip roads” have the meanings given in Article 2 of this Order;
- “the new trunk roads” means the highways mentioned in Article 2 of this Order;
- “principal road” as a classification for a highway, means that the highway is a principal road for the purposes of advances under section 235 of the Highways Act 1959 and is also classified for the purposes of every enactment or instrument which refers to highways classified by the Secretary of State;
- “the Trunk Road” means the Exeter-Launceston-Bodmin Trunk Road (A30).

6. This Order shall come into operation on 17th August 1973 and may be cited as the Exeter-Launceston-Bodmin Trunk Road (Launceston By-Pass 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.

3rd August 1973.

## SCHEDULE 1

### ROUTES OF THE MAIN TRUNK ROAD

The routes of the main trunk road are shown by solid black bands on the deposited plan and are the following:—

- (1) a route, about 3.56 kilometres in length, starting at a point on the Trunk Road in the Parish of Lifton in the County of Devon approximately 90 metres south-west of the south-western corner of the Liftondown Methodist Chapel then going in a south-westerly direction to a point on the Trunk Road in Launceston in the County of Cornwall approximately 100 metres south-west of Scarne Cross; and
- (2) a route (shown on the deposited plan where it is given the reference letter H), about 560 metres in length, starting at a point on the Trunk Road in Launceston approximately 120 metres east of its junction with Quarry Lane then going in a westerly direction to a point on the Trunk Road approximately 470 metres east of the north-eastern corner of Trebursye Lodge.

## SCHEDULE 2

### ROUTES OF THE SLIP ROADS

The routes of the slip roads are shown by solid black bands on the deposited plan and are the following:—

- (1) *Junction with the Trunk Road at Liftondown*

A route to connect the eastbound carriageway of the main trunk road with the Trunk Road south-west of Liftondown (the new trunk road along this route being given the reference letter A on the deposited plan);

- (2) *Junction with the A388 Tavistock Road at Launceston*

Two routes to connect the eastbound and westbound carriageways of the main trunk road with the A388 Tavistock Road as proposed to be improved south-east of Launceston (the new trunk roads along these routes being respectively given the reference letters B and C on the deposited plan);

- (3) *Junction with Western Road at Pennygillam Cross*

Two routes to connect the eastbound carriageway of the main trunk road with Western Road as proposed to be improved at Pennygillam Cross (the new trunk roads along these routes being given the reference letters D and G on the deposited plan); and

- (4) *Junction with the B3254 Launceston-Liskeard Road at Pennygillam Cross*

Two routes to connect the westbound carriageway of the main trunk road with a roundabout to be constructed as part of the B3254 Launceston-Liskeard Road at approximately 220 metres south of Pennygillam Cross (the new trunk roads along these routes being given the reference letters E and F on the deposited plan).

