
STATUTORY INSTRUMENTS

1978 No. 1935

HIGHWAYS, ENGLAND AND WALES

**The Birmingham–Great Yarmouth Trunk Road
(Swaffham Bypass and Slip Roads) (Variation)
Order 1978**

Made 12th December 1978

Coming into Operation 29th January 1979

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 7 and 286 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 Birmingham–Great Yarmouth Trunk Road (Swaffham Bypass and Slip Roads) Order 1976(d) is hereby varied by the deletion therefrom of Schedule 2 thereto and of the Slip Roads 1 and 2 on the plan referred to therein.

2. The new highways which the Secretary of State proposes to construct along the routes described in Schedule 1 to this Order shall become trunk roads as from the date when the Order comes into operation.

3. The centre lines of the new trunk roads are indicated by heavy black lines on the deposited plan.

4. The Birmingham–Great Yarmouth Trunk Road (Swaffham Bypass and Slip Roads) Order 1976 is further varied by the deletion therefrom of Schedule 3 thereto and of the broad striped hatching on the deposited plan.

5. The length of 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 a classified road as from the date on which the Secretary of State notifies the County Council of Norfolk that the new trunk roads are open for through traffic.

6. 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 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;

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

(b) 1966 c. 42.
(d) S.I. 1976/1007.

“the deposited plan”	means the plan numbered HA7/2-E121 marked “The Birmingham–Great Yarmouth Trunk Road (Swaffham Bypass and Slip Roads) (Variation) Order 1978”, 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;
“the main new trunk road”	means the route which the Secretary of State proposes to construct as trunk road along the line described in Schedule 1 to the “Birmingham–Great Yarmouth Trunk Road (Swaffham Bypass and Slip Roads) Order 1976”;
“the Slip Roads”	has the meaning given in Article 2 of this Order;
“the new trunk roads”	means the highways mentioned in Article 2 of this Order and “a new trunk road” means one of those highways;
“the Trunk Road”	means the Birmingham–Great Yarmouth Trunk Road (A47).

7. This Order shall come into operation on 29th January 1979 and may be cited as the Birmingham–Great Yarmouth Trunk Road (Swaffham Bypass and Slip Roads) (Variation) Order 1978.

Signed by authority of
the Secretary of State
12th December 1978.

G. D. Spearing,
A Regional Director in the
Department of Transport.

SCHEDULE 1

ROUTES OF THE SLIP ROADS

The Routes of the Slip Roads are the following:

(1) *Junction with Castle Acre Road (A1065) at Swaffham*

Four routes to connect the eastbound and westbound carriageways of the main new trunk road with Castle Acre Road (as proposed to be improved) (the new trunk roads along these routes being respectively given the reference numbers 1, 2, 3 and 4 on the deposited plan).

(2) *Junction with the western end of the trunk road*

(a) Routes to connect the trunk road with the main new trunk road in the vicinity of the disused King’s Lynn–Dereham railway line (the new trunk road along this route being given the reference number 5 on the deposited plan).

(b) A route to connect slip road No. 5 with the trunk road (given the reference number 6 on the deposited plan).

SCHEDULE 2

LENGTH OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

The length of trunk road ceasing to be a trunk road is shown by broad striped hatching on the deposited plan and is that length of trunk road which is situated between its junction with the eastern end of Slip Road No. 5 and its junction with the eastern end of the main new trunk road.