

1980 No. 836

HIGHWAYS, ENGLAND AND WALES
The Birmingham-Great Yarmouth Trunk Road
(Blofield Bypass and Slip Roads) Order 1980

Made - - - - 12th June 1980

Coming into Operation 14th July 1980

The Minister of Transport makes this Order in exercise of the powers conferred by section 7, and paragraph 29 of Schedule 24 of the Highways Act 1959(a), section 27 of the Local Government Act 1966(b) and section 68 of the Highways Act 1971(c) and now vested in him (d), and of all other enabling powers:—

1. The Birmingham-Great Yarmouth Trunk Road (Blofield Bypass) Order 1939(e) is hereby revoked.

2. The new highways which the Minister proposes to construct—

(a) along the route described in Schedule 1 to this Order (the highway along this route being in this Order referred to as “the main new trunk road”); and

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

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

4. The Minister 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 Minister shall be under no duty to maintain the part in question,

(a) 1959 c. 25.

(c) 1971 c. 41.

(e) S.I. 1939/457.

(b) 1966 c. 42.

(d) S.I. 1970/1681 and 1979/571.

until, in either case, a date to be specified in a notice given by the Minister 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 purpose of through traffic.

5. The length of trunk road described in Schedule 3 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 Minister 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 Minister and which does not specifically refer to their classification as principal roads;

“the deposited plan” means the plan numbered HA7/2-E126 marked “The Birmingham-Great Yarmouth Trunk Road (Blofield Bypass and Slip Roads) Order 1980”, signed by authority of the Minister and deposited at the Department of Transport, Becket House, Lambeth Palace Road, London SE1 7ER, where it may be inspected free of charge at all reasonable hours;

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

“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 Trunk Road” means the Birmingham-Great Yarmouth Trunk Road (A47).

7. This Order shall come into operation on 14th July 1980 and may be cited as the Birmingham-Great Yarmouth Trunk Road (Blofield Bypass and Slip Roads) Order 1980.

Signed by authority of
the Minister of Transport
12th June 1980.

G. D. Spearing,
Regional Director Eastern Region,
Department of Transport.

SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route at Blofield in the County of Norfolk about 3.1 kilometres in length, (measured along the length of such route) starting at a point on the Trunk Road 135 metres west of Cucumber Lane, then going in an easterly direction and ending on the Trunk Road 170 metres west of High Noon Lane.

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:—

(1) *Junction with a highway to be constructed between Shack Lane and North Street at Blofield*

One route to connect the eastbound carriageway of the main new trunk road with a highway to be constructed between Shack Lane and North Street (the new trunk road along this route being given the reference number 1 on the deposited plan);

(2) *Junction with Plantation Road at Blofield*

One route to connect Plantation Road with the eastbound carriageway of the main new trunk road (the new trunk road along this route being given the reference number 2 on the deposited plan).

SCHEDULE 3

LENGTHS OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

The length of trunk road ceasing to be a trunk road is that length of the Trunk Road which is situated between the starting and termination points of the route of the main new trunk road.