
STATUTORY INSTRUMENTS

1991 No. 2622

HIGHWAYS, ENGLAND AND WALES

The Chester-Bangor Trunk Road (A55) (Aber Improvement and Slip Roads) Order 1991

Made - - - - *8th November 1991*

Coming into force - - *28th November 1991*

The Secretary of State for Wales makes this Order in exercise of the powers conferred by sections 10 and 12 of the Highways Act 1980(1) and of all other enabling powers:—

1. The new highways which the Secretary of State 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 the new side road 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 force.

2. The centre line of the main new trunk road and the slip roads are indicated by heavy black lines on the deposited plan.

3. The length of the 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 Secretary of State notifies the County Council of Gwynedd that the new trunk roads are open for through traffic.

4. In this Order:—

All measurements of distances are measured along the route of the relevant highway;

- (i) “the deposited plan” means the plan numbered HA10/2 WO84 marked “The Chester-Bangor Trunk Road (A55) (Aber Improvement and Slip Roads) Order 1991”, signed by authority of the Secretary of State for Wales and deposited at the Welsh Office Repository, Curran Embankment, Cardiff;
- (ii) “the main new trunk road” and “the slip roads” have the meanings given in article 1 of this Order;
- (iii) “the new trunk roads” means the highways mentioned in article 1 of this Order;

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- (iv) “the trunk road” means the existing Chester-Bangor Trunk Road (A55);
- (v) “classified road” as a classification for a highway, means that the highway is not a principal road for the purpose of any enactments or instruments which refer to highways classified 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;
- (vi) “the new side road” means the side road proposed to be constructed at Aber, between the trunk road and the main new trunk road, in accordance with the provisions of the Chester-Bangor Trunk Road (A55) (Aber Improvement Side Roads) Order 1991.

5. This Order shall come into force on 28th November 1991 and may be cited as the Chester-Bangor Trunk Road (A55) (Aber Improvement and Slip Roads) Order 1991.

Signed by authority of the Secretary of State for Wales

8th November 1991

P R Marsden
A Grade 6 Officer, Welsh Office

SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route at Aber in the County of Gwynedd as follows:—

A route about 440 metres in length, starting at a point on the trunk road 110 metres east of its junction with Station Road and terminating at a point on the trunk road about 140 metres southwest of its junction with Pentre-du Road. (This route being given the reference letters A and B on the deposited plan.)

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The route of the slip roads are as follows:—

1. A route about 70 metres in length from the new side road and running in a westerly direction on the southern boundary of the main new trunk road. (This route being given the reference number 1 on the deposited plan.)
2. A route about 55 metres in length from the new side road and running in an easterly direction on the southern boundary of the main new trunk road. (This route being given the reference number 2 on the deposited plan.)

SCHEDULE 3

LENGTH OF THE TRUNK ROAD CEASING TO BE A TRUNK ROAD

The length of a trunk road ceasing to be a trunk road is that length which extends for about 455 metres between a point 110 metres east of the trunk road junction with Station Road and a point about 140 metres south-west of the trunk road junction with Pentre-du Road.