
STATUTORY INSTRUMENTS

1978 No. 1306

HIGHWAYS, ENGLAND AND WALES

**The Chester-Bangor Trunk Road and The Dolgellau-South of
Birkenhead Trunk Road (Hawarden By-Pass and Slip Roads)
Order 1978**

Made - - - - - 30th August 1978

Coming into Operation 5th October 1978

The Secretary of State for Wales makes this Order in exercise of powers conferred by sections 7 and 44 of the Highways Act 1959(a), and now vested in him(b), section 27 of the Local Government Act 1966(c) and section 68 of the Highways Act 1971(d) and of all other enabling powers:—

1. The new highways which the Secretary of State proposes to construct—
 - (a) along the routes described in Schedule 1 to this Order (the highways along these routes being in this Order respectively referred to as “the new main Trunk Road” and “the new secondary Trunk Road”); and
 - (b) along the routes described in Schedule 2 to this Order which connect the main new trunk roads 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.

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

3. The Secretary of State 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 Secretary of State shall be under no duty to maintain the part in question

until, in either case, a date to be specified in a notice given by the Secretary of State 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.

(a) 1959 c. 25.
(c) 1966 c. 42.

(b) S.I. 1965/319.
(d) 1971 c. 41.

4. The lengths of trunk roads described in Schedule 3 to this Order and shown by broad striped hatching on the deposited plan shall cease to be trunk roads and shall be classified as indicated in the said schedule as from the date on which the Secretary of State notifies the County Council of Clwyd 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 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;

“the deposited plan” means the plan numbered HA7/2 WO 155, marked “The Chester–Bangor Trunk Road and The Dolgellau–South of Birkenhead Trunk Road (Hawarden By-Pass and Slip Roads) Order 197 ”, signed by authority of the Secretary of State and deposited at the Welsh Office, Cathays Park, Cardiff, where it may be inspected free of charge at all reasonable hours;

“the main Trunk Road” means the Chester–Bangor Trunk Road (A55) “the new main Trunk Road”, and “the new secondary 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 secondary Trunk Road” means the Dolgellau–Bala–Ruthin–Queensferry–South of Birkenhead Trunk Road (A494).

6. This Order shall come into operation on the 5th October 1978 and may be cited as the Chester–Bangor Trunk Road and the Dolgellau–South of Birkenhead Trunk Road (Hawarden By-Pass and Slip Roads) Order 1978.

Signed by authority of the Secretary of State

30th August 1978.

D. A. R. Hall,
Director of Transport and Highways,
Welsh Office.

SCHEDULE 1

ROUTES OF THE MAIN NEW TRUNK ROADS

PART A

The routes of the new main Trunk Road are as follows: —

- (i) a route about 2.7 kilometres in length starting at a point on the main Trunk Road (marked 'A' on the deposited plan) about 58 metres south-east of its junction with Brookside and then going in a south-easterly direction to a point (marked 'B' on the deposited plan) at Ewloe Green.
- (ii) a route about 0.55 kilometres in length centred around a point (marked 'C' on the deposited plan) also at Ewloe Green.
- (iii) a route about 7.72 kilometres in length starting at its junction (marked 'D' on the deposited plan) with the route described in paragraph A(ii) above and going in a south-easterly direction to a point (marked 'E' on the deposited plan) on that part of the main Trunk Road known as the Chester Southerly By-Pass about 85 metres south-east of the centre-line of the newly realigned Bretton Lane where it crosses over the Chester-Southerly By-Pass.
- (iv) a route about 0.32 kilometres in length comprising a north-west bound carriageway only starting at a point at Ewloe Green (marked 'F' on the deposited plan) at its junction with the route described in paragraph A(iii) above and going in a north-westerly direction to a point (marked 'G' on the deposited plan) also at Ewloe Green at its junction with the route described in paragraph A(i) above.

PART B

The routes of the new secondary Trunk Road are as follows: —

- (i) a route about 0.49 kilometres in length comprising a north-eastbound carriageway only starting at a point on the secondary Trunk Road (marked 'H' on the deposited plan) about 80 metres south-west of its junction with Smithy Lane and going in a north-easterly direction underpassing the route described in paragraph A(i) above and then going in an easterly direction to a point (marked 'J' on the deposited plan) at its junction with that route, described in paragraph A(i) above.
- (ii) a route about 0.20 kilometres in length comprising a south-westbound carriageway only starting at a point (marked 'K' on the deposited plan) at its junction with the route described in paragraph A(i) above and going in a general westerly direction to a point on the secondary Trunk Road (marked 'L' on the deposited plan) about 28 metres south-west of its junction with Smithy Lane.
- (iii) a route about 1.15 kilometres in length starting at its junction (marked 'M' on the deposited plan) with the route described in paragraph A(ii) above and then going in a north-easterly direction to a point on the secondary Trunk Road (marked 'N' on the deposited plan) at Ewloe about 430 metres south-west of the centre line of the bridge carrying

the secondary Trunk Road over the Birkenhead–Wrexham Railway Line.

- (iv) a route about 0.27 kilometres in length comprising a north-eastbound carriageway only starting at its junction (marked 'O' on the deposited plan) with the route described in paragraph A(ii) above and then going in a north-easterly direction to its junction (marked 'P' on the deposited plan) with the route described in paragraph B(iii) above.
- (v) a route about 0.38 kilometres in length comprising a south-eastbound carriageway only starting at a point (marked 'Q' on the deposited plan) at its junction with the route described in paragraph B(iii) above and then going in a general south-westerly and then south-easterly direction to a point (marked 'R' on the deposited plan) at its junction with the route described in paragraph A(iii) above.

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads are as follows: —

1. JUNCTION AT EWLOE

Four routes to connect the north-eastbound and south-westbound carriageways of the new secondary Trunk Road with the new roundabout to be constructed at Ewloe (the new trunk roads along these routes being given the reference letters S, T, U and V on the deposited plan).

2. JUNCTION WITH NEW ROAD (A550) AT PENTROBIN

Four routes to connect the south-eastbound and north-westbound carriageways of the new main Trunk Road with the roundabout to be constructed as part of the New Road (A550) at Pentrobin (the new trunk roads along these routes being given the reference letters W, X, Y and Z on the deposited plan).

3. JUNCTION WITH MOLD ROAD (A5104) AT WARREN BANK

Two routes one to connect the eastbound carriageway of the new main Trunk Road with Mold Road (A5104) (as proposed to be improved), and the other to connect Mold Road (A5104) (as proposed to be improved) with the westbound carriageway of that trunk road both at Warren Bank (the new trunk roads along these routes being respectively given the reference letters AA and BB on the deposited plan).

4. JUNCTION WITH CHESTER SOUTHERLY BY-PASS AT BRETTON

A route to connect the south-westbound carriageway of the new main Trunk Road with that part of the Chester-Southerly By-Pass at Broughton (the new trunk road along this length being given the reference letter CC on the deposited plan).

SCHEDULE 3

LENGTHS OF TRUNK ROAD CEASING TO BE TRUNK ROAD

	Classification
A. Lengths of the main Trunk Road ceasing to be trunk road	
(i) that length of the main Trunk Road from a point (marked '1' on the deposited plan) about 110 metres east of its junction with Brookside to a point about 66 metres south-east of its junction with Crossway (marked '2' on the deposited plan).	Classified
(ii) that length of the main Trunk Road from a point (marked '3' on the deposited plan) about 260 metres north-west of its junction with Wood Lane to a point on that part of the main Trunk Road known as the Chester Southerly By-Pass about 330 metres south-east of the point where it underpasses Broughton Hall Road (marked '4' on the deposited plan).	Classified
B. Lengths of the secondary Trunk Road ceasing to be trunk road	
(i) that length of the secondary Trunk Road from a point about 170 metres east of its junction with Smithy Lane to a point about 290 metres west of its junction with Liverpool Road (B5127) (that length being marked '5' on the deposited plan).	
(ii) that length of the secondary Trunk Road from a point about 290 metres west of its junction with Liverpool Road (B5127) to a point about 310 metres east of the same junction (that length being marked '6' on the deposited plan).	Classified
(iii) that length of the secondary Trunk Road from a point about 16 metres west of its junction with Mold Road to a point 220 metres east of the same junction (that length being marked '7' on the deposited plan).	