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STATUTORY INSTRUMENTS

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1977 No. 398

**HIGHWAYS, ENGLAND AND WALES**

**The London-Penzance Trunk Road  
(Sowton to Wobbly Wheel) (Detrunking) Order 1977**

*Made* - - - - - 25th February 1977

*Coming into Operation* 1st April 1977

The Secretary of State for Transport makes this Order in exercise of powers conferred by section 7 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 lengths of trunk road described in column 1 of the Schedule to this Order and shown by broad striped hatching on the deposited plan shall cease to be trunk road and shall be classified as indicated in column 2 of the said Schedule as from the date on which the Secretary of State notifies the County Council of Devon that the section of the M5 Motorway between Sandy Gate and Pearce's Hill in the County of Devon to be provided by the Secretary of State under the M5 Motorway (Sandy Gate to Pearce's Hill Section) and Connecting Roads Scheme 1973 is open for through traffic.

2. 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-SW106 marked “The London-Penzance Trunk Road (Sowton to Wobbly Wheel) (Detrunking) Order 1977” 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; and

“principal road”

as a classification for a highway, means that the highway is a principal road for the purposes of enactments and instruments which refer to highways classified as principal roads and is also classified for the purpose of every other enactment and instrument which refers to highways classified by the Secretary of State.

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(a) 1959 c. 25.

(b) 1966 c. 42.

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

3. This Order shall come into operation on 1st April 1977 and may be cited as the London-Penzance Trunk Road (Sowton to Wobbly Wheel) (Detrunking) Order 1977.

Signed by authority of  
the Secretary of State  
25th February 1977.

*P. R. Sheaf,*  
Regional Director,  
South West Region  
Department of Transport.

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#### SCHEDULE

##### Column 1

The lengths of trunk road ceasing to be trunk road are as follows: —

1. That length of the London-Penzance Trunk Road (A30/A38) which extends from a point about 650 metres east of its junction with Moor Lane to a point about 110 metres south-west of its junction with Ludwell Lane including the roundabout at its junction with Sidmouth Road (A3052).

2. That length of the London-Penzance Trunk Road (A38) which extends from a point about 110 metres south-west of its junction with Ludwell Lane to a point about 750 metres south-west of its junction with Pottles Lane including the roundabouts at its junctions with Topsham Road (377) and the Exeter-Plymouth Principal Road (A379).

3. That length of the London-Penzance Trunk Road (A38) which extends from a point about 70 metres north-west of Red Cross south-westwards for a distance of about 320 metres.

##### Column 2

classified road

principal road

principal road