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STATUTORY INSTRUMENTS

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**1996 No. 976**

**HIGHWAYS, ENGLAND AND WALES**

**The Chester–Holyhead Trunk Road (A55)  
(Llanfair Pwllgwyngyll to Bryngwran) Order 1996**

*Made* - - - - *1st April 1996*  
*Coming into force* - - *18th April 1996*

The Secretary of State for Wales makes this Order in exercise of powers conferred by Sections 10, 12 and 41 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 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 force.

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.

4. The lengths of trunk road described in Schedule 3 to this Order, and shown by broad striped hatching on the deposited plan, shall cease to be trunk road and shall be classified as classified road as from the date on which the Secretary of State notifies the Isle of Anglesey County Council that the new trunk roads are open for through traffic.

**5. In this Order—**

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

- (i) “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;
- (ii) “the deposited plan” means the site plans numbered 1 to 6 as contained in the plan folder numbered HA 10/2 WO 115 marked “The Chester-Holyhead Trunk Road (A55) (Llanfair Pwllgwyngyll to Bryngwran) Order 1996”, signed by authority of the Secretary of State and deposited at the Welsh Office Repository, Curran Embankment, Cardiff;
- (iii) “the main new trunk road” and “the slip roads” have the meanings given in article 1 of this Order;
- (iv) “the new trunk roads” means the highways mentioned in article 1 of this Order and “a new trunk road” means one of those highways;
- (v) “the trunk road” means the London–Holyhead Trunk Road (A5).

**6.** This Order shall come into force on 18th April 1996 and may be cited as the Chester–Holyhead Trunk Road (A55) (Llanfair Pwllgwyngyll to Bryngwran) Order 1996.

Signed by authority of the Secretary of State

Dated the 1st April 1996

*P. R. Marsden*  
A Grade 6 Officer, Welsh Office

## SCHEDULE 1

### ROUTE OF THE NEW TRUNK ROAD

The route of the main new trunk road is a route of about 19.4 kilometres starting at a point on the existing Llanfair Pwllgwyngyll Bypass 375 metres west of the property known as Hafod near Llanfair Pwllgwyngyll, marked point A on the deposited plan at site plan no. 1) and going in a westerly direction, terminating at a roundabout about 23 metres north of the existing A5 trunk road about 336 metres east of its junction with the unclassified Bodedern to Cymunod Road, (marked point G on the deposited plan at site plan no. 6).

## SCHEDULE 2

### ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:—

- (1) Junction with realigned unclassified road east of Gaerwen.

Four routes to connect the eastbound and westbound carriageways of the main new trunk road with the realigned unclassified road which is to extend northwards from a new roundabout on the trunk road east of Gaerwen (the new trunk roads along these routes being respectively given the reference numbers 1, 2, 3 and 4 on the deposited plan at site plan no. 1).

- (2) Junction with the trunk road and the A5114 at Nant Turnpike.

Four routes to connect the eastbound and westbound carriageways of the main new trunk road with two roundabouts to be constructed as part of the proposed highway to carry the realigned trunk road over the main new trunk road to the west of Nant Turnpike (the new trunk roads along these routes being respectively given the reference numbers 5, 6, 7 and 8 on the deposited plan at site plan no. 2).

- (3) Junction with the A4080 at Bwlwyn.

Four routes to connect the eastbound and westbound carriageways of the main new trunk road with two roundabouts to be constructed as part of the proposed improvements to the A4080 classified road to carry it over the main new trunk road (the new trunk roads along these routes being respectively given the reference numbers 9, 10, 11 and 12 on the deposited plan at site plan no. 5).

## SCHEDULE 3

### LENGTHS OF TRUNK ROAD CEASING TO BE TRUNK ROAD

The lengths of trunk road ceasing to be trunk road are the following:—

- (1) That length starting at a point at the entrance to the access track to the property known as Bryn Gof, Llanfair Pwllgwyngyll shown as AA on the deposited plan (site plan no.1) and extending in a westerly direction approximately 7.02 kilometres (4.36 miles) to a point on the trunk road approximately 350 metres south east of its junction with the existing A5114 at Nant Turnpike shown as CC on the deposited plan (site plan no. 2).

- (2) That length starting at a point 65 metres south east of its junction with the existing A5114 at Nant Turnpike shown as point DD on the deposited plan (site plan no. 2) extending in a north westerly direction for approximately 55 metres to a point shown as EE on the deposited plan (site plan no. 2).

- (3) That length starting at a point 135 metres north west of its junction with the existing A5114 at Nant Turnpike shown as point FF on the deposited plan (site plan nos. 2 and 3) extending in a

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westerly direction for approximately 11.94 kilometres (7.50 miles) to a point 370 metres east of its junction with the existing Bodedern–Cymunod Road shown as JJ on the deposited plan (site plan no. 6).