

CORRECTED REPRINT

This copy should be substituted for that previously circulated on 15th January 1976 which was incorrect.

STATUTORY INSTRUMENTS

1976 No. 5

HIGHWAYS, ENGLAND AND WALES

**The Shotwick-Warrington Trunk Road
(Hapsford to Lea-by-Backford Section) Order 1976**

Made - - - - - 5th January 1976
Coming into Operation 29th January 1976

The Secretary of State for the Environment 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 new highways which the Secretary of State proposes to construct along the routes described in Schedule 1 to this Order to connect the Trunk Road with the Motorway 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 length of trunk road described in Schedule 2 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 principal road as from the date on which the Secretary of State notifies the County Council of Cheshire that the Motorway is open for through traffic.

4. In this Order:—

“the deposited plan” means the plan folio numbered HA 7/2 CNW 96, marked “The Shotwick-Warrington Trunk Road (Hapsford to Lea-by-Backford Section) Order 1976”, signed by authority of the Secretary of State and deposited at the Department of the Environment, St Christopher House, Southwark Street, London SE1 0TE, where it may be inspected free of charge at all reasonable hours;

“the new trunk roads” means the highways mentioned in Article 1 of this Order;

“principal road” as a classification for a highway, means that the highway is a principal road for the purposes of advances under section 235 of the Highways Act 1959 and is also classified for the purpose of every enactment or instrument which refers to highways classified by the Secretary of State;

(a) 1959 c. 25.

(b) 1966 c. 42.

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

“the Trunk Road” means the Shotwick-Warrington Trunk Road (A 5117);

“the Motorway” means the special road to be provided by the Secretary of State by virtue of The M56 Motorway (Hapsford to Lea-by-Backford Section) and Connecting Roads Scheme 1976(a).

5. This Order shall come into operation on 29th January 1976 and may be cited as the Shotwick-Warrington Trunk Road (Hapsford to Lea-by-Backford Section) Order 1976.

Signed by authority of
the Secretary of State
5th January 1976.

D. F. Dean,
Director,
North Western
Road Construction Unit,
Department of the Environment.

SCHEDULE 1

ROUTES OF THE NEW TRUNK ROADS

The routes of the new trunk roads are as follows:—

- (1) a route forming a roundabout centred on a point near the junction of the Trunk Road and the Motorway (marked “A” on the deposited plan);
- (2) a route about 61 metres in length, starting at a point on the roundabout described in paragraph (1) (marked “B” on the deposited plan) extending in a general westerly direction to a point (marked “C” on the deposited plan) on the Trunk Road.

SCHEDULE 2

LENGTH 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 a point about 140 metres south-east of its junction with Village Road at the M56/A5117 roundabout at Hapsford and a point about 570 metres south-west of the Chester-Rock Ferry railway line at Lea-by-Backford.

(a) S.I. 1976/ 4.

Note: 1 Metre = 1.094 yards approximately.