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STATUTORY INSTRUMENTS

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**1994 No. 1009**

**HIGHWAYS, ENGLAND AND WALES**

**The A30 Trunk Road (Honiton to Exeter  
Improvement and Slip Roads) Order 1994**

*Made* - - - - 30th March 1994  
*Coming into force* - - 14th April 1994

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 41 of the Highways Act 1980<sup>(1)</sup>, and now vested in him<sup>(2)</sup>, and of all other enabling powers:

1. This Order shall come into force on 14th April 1994 and may be cited as the A30 Trunk Road (Honiton to Exeter Improvement and Slip Roads) Order 1994.
2. 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 highway 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.
3. The centre lines of the new trunk roads are indicated by heavy black lines on the deposited plan.
4. 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 purposes of through traffic.
5. In this Order
  - (1) All measurements of distance are measured along the route of the relevant highway;

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(1) 1980 c. 66.  
(2) S.I.1981/238.

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- (i) “the deposited plan” means the plan numbered HA10/2/SWM85, marked “The A30 Trunk Road (Honiton to Exeter Improvement and Slip Roads) Order 1994”, signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, 43 Marsham Street, London, SW1P 3PY;
- (ii) “the new trunk road” means the main new trunk road and the slip roads; and
- (iii) “the trunk road” means the A30 Trunk Road.

Signed by authority of the Secretary of State for Transport

Department of Transport  
30th March 1994

*S. T. McQuillan*  
Regional Director South West Region

## SCHEDULE 1

### ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route between Honiton and Exeter in the County of Devon about 17.38 kilometres in length, starting at a point on the trunk road 50 metres east of its junction with the entrance drive to the property known as Redhayes and proceeding in a generally easterly direction to Westcott House then generally northeastwards to a point on the trunk road about 200 metres west of the access to Colhayes Farm.

## SCHEDULE 2

### ROUTES OF THE SLIP ROADS

The routes of the slip roads are as follows:

(1) a route to connect the eastbound carriageway of the main new trunk road with the trunk road to the west of Blackhorse (the new trunk road along this route being given the reference number “1” on the deposited plan);

(2) a route to connect the westbound carriageway of the main new trunk road with Sowton Lane (C385 East) (the new trunk road along this route being given the reference number “2” on the deposited plan);

(3) two routes to connect the eastbound carriageway of the main new trunk road with a roundabout to be constructed adjacent to the B3184 (formerly C93) road at Pound Corner southeast of Clyst Honiton (the new trunk road along these routes being given the reference numbers “3” and “4” respectively on the deposited plan);

(4) two routes to connect the westbound carriageway of the main new trunk road with a roundabout to be constructed on the south side of the main new trunk road southeast of Clyst Honiton (the new trunk road along these routes being given the reference numbers “5” and “6” respectively on the deposited plan);

(5) two routes to connect the eastbound carriageway of the main new trunk road with a roundabout to be constructed adjacent to the B3174 Exeter Road southeast of the property known as Lily Cottage (the new trunk road along these routes being given the reference numbers “7” and “8” respectively on the deposited plan);

(6) two routes to connect the westbound carriageway of the main new trunk road with a roundabout to be constructed on the realigned B3174 road southwest of the property known as Halden View (the new trunk road along these routes being given the reference numbers “9” and “10” respectively on the deposited plan);

(7) a route to connect the eastbound carriageway of the main new trunk road with the C97 road northwest of Patteson’s Cross (the new trunk road along this route being given the reference number “11” on the deposited plan);

(8) a route to connect the westbound carriageway of the main new trunk road with the realigned trunk road southwest of Patteson’s Cross (the new trunk road along this route being given the reference number “12” on the deposited plan);

(9) a route to connect the eastbound carriageway of the trunk road, as improved, with new non-trunk roads at Iron Bridge (the new trunk road along this route being given the reference number “13” on the deposited plan); and

(10) a route to connect the westbound carriageway of the trunk road, as improved, with the realigned trunk road at Iron Bridge (the new trunk road along this route being given the reference number “14” on the deposited plan).

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