STATUTORY INSTRUMENTS

1981 No. 1277

HIGHWAYS, ENGLAND AND WALES

The London-Inverness Trunk Road (A6) (Chapel-en-le-Frith and Whaley Bridge) De-Trunking Order 1981

Made - - - - *4th September* 1981

Coming into Operation *18th September* 1981

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 12 of the Highways Act 1980(a) and now vested in him(b), and of all other enabling powers:—

1. The lengths of trunk road described in Schedule 1 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 the said Schedule as from the date on which the Secretary of State notifies the County Council of Derbyshire that the new trunk roads are open to 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 HA 10/2 MRCU XXVI marked "The London-Inverness Trunk Road (A6) (Chapel-en-le-Frith and Whaley Bridge) De-Trunking Order 1981", signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, 43 Marsham Street, London SW1 3PY;

"the new trunk roads" means the highways mentioned in article 1 of the London-Inverness Trunk Road (A6) (Chapel-en-le-Frith and Whaley Bridge Bypass and Slip Roads) Order 1981(c);

"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; and

"the Trunk Road" means the London-Inverness Trunk Road (A6).

(a) 1980 c. 66. (b) S.I. 1981/238. (c) S.I. 1981/1276.

[DET 36463]

3. This Order shall come into operation on 18th September 1981, and may be cited as the London-Inverness Trunk Road (A6) (Chapel-en-le-Frith and Whaley Bridge) De-Trunking Order 1981.

Susan Fogarty,
An Under-Secretary in the Department of Transport.

Signed by authority of the Secretary of State
4th September 1981.

SCHEDULE 1

LENGTHS OF TRUNK ROAD CEASING TO BE TRUNK ROAD	CLASSIFICATION
(*a*) That length of the Trunk Road which extends from a point 170 metres (186 yards) south of its junction with Chinley Road B6062 southwards for 216 metres (236 yards) (marked A on the deposited plan),	—
(*b*) that length of the Trunk Road which extends from the southernmost point of the length described in paragraph (*a*) above southwards to its junction with Long Hill A5002 and the B5002 Macclesfield Road at Whaley Bridge (marked B on the deposited plan),	principal Road
(*c*) that length of the Trunk Road which extends from the southernmost point of the length described in paragraph (*b*) above eastwards to its junction with Hayfield Road A624 (marked C on the deposited plan), and	classified Road
(*d*) that length of the Trunk Road which extends from the easternmost point of the length described in paragraph (*c*) above eastwards and then southwards to a point 250 metres (273 yards) southeast of its junction with Brooklands Road (marked D on the deposited plan).	principal Road

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