STATUTORY INSTRUMENTS

1980 No. 78

HIGHWAYS, ENGLAND AND WALES

The London–Inverness Trunk Road De-Trunking Order 1980

Made - - -	*22nd January 1980*
Coming into Operation	*5th February 1980*

The Minister of 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 the trunk road and new trunk road described in Schedule 1 to this Order shall cease to be trunk roads and the lengths thereof specified in column (1) of Schedule 2 hereto shall be classified as indicated in column (2) of the said Schedule, as from the date on which the Minister notifies the County Council of Derbyshire that the new trunk roads are 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 Minister and which does not specifically refer to their classification as principal roads;
"the deposited plan"	means the plan numbered HA7/2 MRCU XXIII marked "The London–Inverness Trunk Road De-Trunking Order 1980", signed by authority of the Minister and deposited at the Department of Transport, Becket House, Lambeth Palace Road, London, SE1 7ER, where it may be inspected free of charge at all reasonable hours;
"the new trunk roads"	means the trunk roads to be constructed by the Minister in pursuance of the London–Inverness Trunk Road (Derby Ring Road to Allestree Improvement and Slip Roads) Order 1980(**d**);

(**a**) 1959 c. 25.
(**b**) 1966 c. 42.
(**c**) S.I. 1970/1681 and 1979/571.
(**d**) S.I. 1980/77.

"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 Minister;
"the A6 Trunk Road"	means the London–Inverness Trunk Road (A6);
"the A38 Trunk Road"	means the Exeter–Leeds Trunk Road (A38);
"the trunk roads"	means the A6 Trunk Road and the A38 Trunk Road.

3. This order shall come into operation on 5th February 1980 and may be cited as the London-Inverness Trunk Road De-Trunking Order 1980.

Signed by authority of
the Minister of Transport
22nd January 1980.

W. P. Jackson,
Regional Director
East Midlands Region
Department of Transport.

SCHEDULE 1

LENGTHS OF THE TRUNK ROADS CEASING TO BE TRUNK ROAD

The lengths of the trunk roads ceasing to be trunk road are shown by broken black and white bands on the deposited plan and are as follows:—

(*a*) the A38 Trunk Road from point 'A' for a distance of 1040 metres to its junction with the A6 Trunk Road at point 'B'.

(*b*) the A6 trunk road from its junction with the A38 Trunk Road at point 'B' for a distance of 1235 metres to point 'D'.

(*c*) the length of new trunk road marked 'C'–'E'.

SCHEDULE 2

CLASSIFICATION OF LENGTHS OF ROAD CEASING TO BE TRUNK ROAD

(1) Lengths of Road	(2) Classification
(*a*) A length of the A38 Trunk Road at Broadway from a point marked 'A' on the deposited plan for a distance of 1040 metres to a point marked 'B'.	Classified un-numbered
(*b*) A length of the A6 Trunk Road at Duffield Road from a point marked 'B' on the deposited plan for a distance of 1110 metres to a point marked 'C'.	Principal Road A6
(*c*) A length of new trunk road from a point marked 'C' on the deposited plan for a distance of 110 metres to a point marked 'E'.	Principal Road A6