STATUTORY INSTRUMENTS

1985 No. 918

HIGHWAYS, ENGLAND AND WALES

The Oxford - Market Deeping Trunk Road (A43) (Brackley Bypass) Order 1985

Made - - - - -	14*th June* 1985
Coming into Operation	15*th July* 1985

The Secretary of State for Transport makes this order in exercise of powers conferred by sections 10, 12 and 41, of the Highways Act 1980(a), and now vested in him(b), and of all other enabling powers:—

1. The new highway which the Secretary of State proposes to construct along the route described in Schedule 1 to this order shall become a trunk road as from the date when this order comes into operation.

2. The centre line of the new trunk road is indicated by a heavy black line on the deposited plan.

3. The Secretary of State directs as respects any part of a highway which crosses the route of the new trunk road 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.

4. 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 part principal (see length marked A on the deposited plan), part classified (see length marked B on the deposited plan) as from the

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

date on which the Secretary of State notifies the County Council of Northamptonshire that the new trunk road is open for through traffic.

5. In this order—

(1) all measurements of distance are measured along the route of the relevant highway; and

(2)	(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 plan numbered HA10/2/EM9 marked "The Oxford – Market Deeping Trunk Road (A43) (Brackley Bypass) Order 1985" signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, Marsham Street, London SW1P 3PY;
	(iii) "the new trunk road"	means the highway mentioned in Article 1 of this order;
	(iv) "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
	(v) "the trunk road"	means the Oxford – Market Deeping Trunk Road (A43).

6. This order shall come into operation on 15th July 1985 and may be cited as the Oxford – Market Deeping Trunk Road (A43) (Brackley Bypass) Order 1985.

Signed by authority of
the Secretary of State
14th June 1985.

P. M. Hewitt,
Regional Director,
East Midlands Region,
Department of Transport.

SCHEDULE 1

ROUTE OF THE NEW TRUNK ROAD

The route of the new trunk road is a route at Brackley in the County of Northamptonshire and at Turweston in the County of Buckinghamshire about 3.18 kilometres (1.98 miles) in length, starting at a point 1015 metres (1110 yards) north east of the junction of the trunk road with Broad Lane (the road to Evenley) then going in a generally easterly then northerly direction to a point 463 metres (506 yards) north east of the junction of the trunk road with Turweston Road (the road to Turweston).

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 the starting and termination points of the route of the new trunk road described in Schedule 1 above.