
STATUTORY INSTRUMENTS

1988 No. 1594

HIGHWAYS, ENGLAND AND WALES

**The London—Penzance Trunk Road A303 (Mere—
Wincanton Improvement) (Detrunking) Order 1988**

Made - - - - 8th September 1988

Coming into force - - 30th September 1988

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 12 of the Highways Act 1980⁽¹⁾, and now vested in him⁽²⁾, and of all other enabling powers:

1. The lengths of trunk road described in the Schedule 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 classified road as from the date on which the Secretary of State notifies the County Councils of Somerset, Dorset or Wiltshire that the new trunk roads are open for through traffic.

2. In this Order:— (1) all measurements of distance are measured along the route of the relevant highway;

(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 HA 10/2 SWM 51 marked “The London—Penzance Trunk Road A303 (Mere—Wincanton Improvement) (Detrunking) Order 1988” signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, 43 Marsham Street, London SW1P 3PY;

(iii) “the new trunk roads” means the trunk roads which are being constructed by the Secretary of State in pursuance of the London—Penzance Trunk Road A303 (Mere—Wincanton Improvement and Slip Road) Order 1988⁽³⁾;

(iv) “the trunk road” means The London—Penzance Trunk Road (A303).

3. This Order shall come into force on 30th September 1988 and may be cited as the London—Penzance Trunk Road A303 (Mere—Wincanton Improvement) (Detrunking) Order 1988.

(1) 1980 c. 66.

(2) S.I.1981/238.

(3) S.I. 1988/1593.

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

Signed by authority of the Secretary of State

8th September 1988

G. M. Wedd
Regional Director South West Region
Department of Transport

SCHEDULE

LENGTHS OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

The lengths of trunk road ceasing to be a trunk road are those lengths which are situated between a point on the trunk road approximately 125 metres north of its junction with Stoke Lane in the District of South Somerset in the County of Somerset and a point approximately 400 metres east of its junction with Long Cross Lane in the District of Salisbury in the County of Wiltshire and are as follows:—

1. That length of the trunk road from a point approximately 125 metres north of its junction with Stoke Lane (C374) eastwards to a point approximately 116 metres east of Tally's Lane (U/C) in the Parishes of Penselwood and Stoke Trister in the District of South Somerset in the County of Somerset.
2. That length of the trunk road from its junction with Beech Lane (C374) eastwards for a distance of 229 metres in the Parishes of Penselwood and Stoke Trister in the District of South Somerset in the County of Somerset.
3. That length of the trunk road from a point approximately 170 metres west of its junction with Salters Hill Lane (U/C) in the Parishes of Penselwood and Stoke Trister, in the District of South Somerset in the County of Somerset eastwards to a point approximately 400 metres east of its junction with Long Cross Lane (U/C) in the Parish of Zeals, in the District of Salisbury in the County of Wiltshire.