
STATUTORY INSTRUMENTS

1988 No. 1867

HIGHWAYS, ENGLAND AND WALES

**The Exeter — Launceston — Bodmin Trunk Road A30
(Plusha to Bolventor Improvement) (Detrunking) Order 1988**

Made - - - - *4th October 1988*

Coming into force - - *11th November 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. Those lengths of the trunk road described in column 1 of the Schedule to this Order and shown by broad striped hatching on the deposited plan shall cease to be trunk road and shall be classified as respectively indicated in column 2 of that Schedule as from the date on which the Secretary of State notifies the County Council of Cornwall 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 HA10/2—SWM46 marked “The Exeter — Launceston — Bodmin Trunk Road A30 (Plusha to Bolventor Improvement) (Detrunking) Order 1988” signed by authority of the Secretary of State and deposited at the Department of Transport,

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

Status: This is the original version (as it was originally made).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

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| | Romney House, 43 Marsham Street, London SW1P 3PY; |
| (iii) “the new trunk roads” | means the highways mentioned in article 1 of the Exeter — Launceston — Bodmin Trunk Road A30 (Plusha to Bolventor Improvement and Slip Roads) Order 1988; and |
| (iv) “the trunk road” | means the Exeter — Launceston — Bodmin Trunk Road (A30). |
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3. This Order shall come into force on 11th November 1988 and may be cited as the Exeter — Launceston — Bodmin Trunk Road A30 (Plusha to Bolventor Improvement) (Detrunking) Order 1988.

Signed by authority of the Secretary of State

4th October 1988

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

SCHEDULE

Column 1	Column 2
<i>Lengths of trunk road ceasing to be trunk road</i>	
1. That length of the trunk road from a point about 60 metres east of High Clere generally westwards to a point about 360 metres north-east of Trewint Marsh Garage and given the reference letter“A” on the deposited plan.	classified road
2. That length of the trunk road from a point about 40 metres north-east of Cannafraframe generally south-westwards to a point about 80 metres south-west of Webb’s Down and given the reference letter“B” on the deposited plan.	unclassified
3. That length of the trunk road from a point about 170 metres south-west of Palmersbridge generally south-westwards to the junction of the classified road to St Neot with the trunk road and given the reference letter“C” on the deposited plan.	classified road
4. That length of the trunk road from the junction of the classified road to St Neot with the trunk road generally south-westwards to a point about 250 metres south-west of Bolventor Sunday School and given the reference letter“D” on the deposited plan.	unclassified