
STATUTORY INSTRUMENTS

1992 No. 2806

HIGHWAYS, ENGLAND AND WALES

The A43 Oxford-Market Deeping Trunk Road (Peartree Hill Roundabout to Gosford Section) De-Trunking Order 1992

Made - - - - *2nd November 1992*

Coming into force - - *1st December 1992*

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 length of the trunk road described in the Schedule to this Order and shown by broad striped hatching on the plan shall cease to be a trunk road and shall be classified as a classified road as from the date on which the Secretary of State notifies the County Council of Oxfordshire that the last of the new trunk roads to be opened for through traffic has been opened.

2. In this Order:

- (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 plan” means the plan numbered CSE 247/1/26/03A, marked “The A43 Oxford–Market Deeping Trunk Road (Peartree Hill Roundabout to Gosford Section) De-Trunking Order 1992”, 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 highways to be provided by the Secretary of State in pursuance of the A43 Oxford–Market Deeping Trunk Road (Gosford Bypass Section and Slip Roads) Order 1984⁽³⁾; the A43 Oxford-Market Deeping Trunk Road (Gosford Bypass Section and Slip Roads) (No. 2) Order 1986⁽⁴⁾; the M40 London–Oxford–Birmingham Motorway (Waterstock to Warwick Section) and Connecting Roads (No. 1) Scheme 1984⁽⁵⁾; the M40 London–Oxford–

(1) 1980 c. 66.
(2) S.I.1981/238.
(3) S.I. 1984/1929.
(4) S.I. 1986/557.
(5) S.I. 1984/1934.

Status: This is the original version (as it was originally made).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

Birmingham Motorway (Waterstock to Warwick Section) and Connecting Roads (No. 2) Scheme 1985⁽⁶⁾; the M40 London–Oxford–Birmingham Motorway (Waterstock to Warwick Section) and Connecting Roads (Supplementary) Scheme 1985⁽⁷⁾; and the M40 London–Oxford–Birmingham Motorway (Waterstock to Wendlebury Section) and Connecting Roads Scheme 1989⁽⁸⁾.

3. This Order shall come into force on 1st December 1992 and may be cited as the A43 Oxford–Market Deeping Trunk Road (Peartree Hill Roundabout to Gosford Section) De-Trunking Order 1992.

Signed by authority of the Secretary of State for Transport

J. W. Fellows
Regional Director, South East Region,
Department of Transport

2nd November 1992

⁽⁶⁾ S.I. 1985/859.
⁽⁷⁾ S.I. 1985/860.
⁽⁸⁾ S.I. 1989/522.

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THE SCHEDULE

LENGTH OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

The length of trunk road ceasing to be a trunk road is the Oxford–Market Deeping Trunk Road (A43) between the Peartree Hill Roundabout and its junction with the Road to Hampton Poyle, a distance of about 3.4 kilometres measured along that length of highway.