
STATUTORY INSTRUMENTS

1994 No. 1010

HIGHWAYS, ENGLAND AND WALES

**The A30 Trunk Road (Honiton to Exeter
Improvement)(Detrunking) Order 1994**

Made - - - - - *30th March 1994*

Coming into force - - - - - *14th April 1994*

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. This Order shall come into force on 14th April 1994 and may be cited as the A30 Trunk Road (Honiton to Exeter Improvement) (Detrunking) Order 1994.

2. Those 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 trunk road and shall be classified as classified road as from the date on which the Secretary of State notifies the County Council of Devon that the new trunk roads are open for through traffic.

3. 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 purpose 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/SWM86, marked The A30 Trunk Road (Honiton to Exeter Improvement) (Detrunking) Order 1994—, 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 mentioned in article 1 of the A30 Trunk Road (Honiton to Exeter Improvement and Slip Roads) Order 1994⁽³⁾; and

(iv) “the trunk road” means the A30 Trunk Road.

(1) 1980 c. 66.
(2) S.I.1981/238.
(3) S.I.1994/1009.

Status: This is the original version (as it was originally made).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 for Transport

Department of Transport
30th March 1994

S. T. McQuillin
Regional Director South West Region

SCHEDULE

LENGTHS OF TRUNK ROAD CEASING TO BE TRUNK ROAD

1. That length of the trunk road from its junction with the entrance drive to the property known as Redhayes generally northeastwards to a point 90 metres west of the western boundary of Sandycote Nursery, and given the reference letter “A—” on the deposited plan.
2. That length of the trunk road from a point 80 metres west of the entrance drive to the property known as Sandycote generally northeastwards to a point 100 metres east of the eastern boundary of the Automatic Telephone Exchange at Straightway Head, and given the reference letter “B—” on the deposited plan.
3. That length of the trunk road from a point 150 metres west of its junction with the access track to Larkbears Brake at Straightway Head generally northeastwards to a point 180 metres southwest of its junction with the C97 road (south) at Patteson’s Cross, and given the reference letter “C—” on the deposited plan.
4. That length of the trunk road from its junction with the C97 road (south) at Patteson’s Cross generally northeastwards to its junction with the C173 road at Iron Bridge, and given the reference letter “D—” on the deposited plan.
5. That length of the trunk road from a point 60 metres northeast of its junction with the entrance to Colhayes Farm at Iron Bridge generally northeastwards to a point 50 metres east of its junction with the C60 road at Hamlet, and given the reference letter “E—” on the deposited plan.