STATUTORY INSTRUMENTS

1986 No. 1415

HIGHWAYS, ENGLAND AND WALES

The (A46) Bath–Lincoln Trunk Road and the (A17) King's Lynn–Newark Trunk Road (Newark Relief Road) De-Trunking Order 1986

Made - - - - - 18*th July* 1986

Coming into Operation 5*th September* 1986

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

1. Those lengths of the Trunk Roads which are described in the Schedule hereto, shown by broad striped hatching and indicated by the reference letters A, B and C on the deposited plan, shall cease to be trunk roads, as from the date on which the Secretary of State notifies the County Council of Nottinghamshire that the new trunk roads are open for through traffic and those lengths of the Trunk Roads so shown and indicated by the reference letters A and C shall thereupon be classified as classified roads.

2. In this Order—

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

(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;

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

(ii)	"the deposited plan"	means the plan folio numbered HA10/EM26 marked "The (A46) Bath-Lincoln Trunk Road and the A17 King's Lynn-Newark Trunk Road (Newark Relief Road) De-Trunking Order 1986" 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 roads"	means the highways mentioned in article 1 of the (A46) Bath-Lincoln Trunk Road and the (A17) King's Lynn-Newark Trunk Road (Newark Relief Road) No. 1 Order 1984 and the (A17) King's Lynn-Newark Trunk Road (Newark Relief Road) No. 2 Order 1986;
(iv)	"the Trunk Roads"	means the A17 Trunk Road and the A46 Trunk Road;
(v)	"the A46 Trunk Road"	means the Bath-Lincoln Trunk Road;
(vi)	"the A17 Trunk Road"	means the King's Lynn-Newark Trunk Road; and
(vii)	"the A1 Trunk Road"	means the London-Edinburgh Trunk Road.

3. This Order shall come into operation on 5th September 1986 and may be cited as the (A46) Bath-Lincoln Trunk Road and the (A17) King's Lynn-Newark Trunk Road (Newark Relief Road) De-Trunking Order 1986.

Signed by authority of
the Secretary of State

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

18th July 1986.

THE SCHEDULE

LENGTHS OF TRUNK ROADS CEASING TO BE TRUNK ROADS

Lengths of the Trunk Roads ceasing to be trunk roads are:—

1. The A46 Trunk Road, from a point 335 metres north-east of its junction with Long Lane, Farndon in the County of Nottinghamshire to a point 66 metres south-west of its junction with the northbound slip road to the A1 Trunk Road Newark-on-Trent (known locally as Farndon Road, Farndon, and Farndon Road, Victoria Street, Portland Street and Lombard Street, Castle Gate, Bar Gate, Northgate and Lincoln Road, Newark-on-Trent)—reference letter A on the deposited plan.

2. The A46 Trunk Road at Newark-on-Trent (known locally as Mill Gate)—reference letter B on the deposited plan.

3. The A17 Trunk Road from its junction with the A46 Trunk Road at Northgate, Newark-on-Trent to a point 45 metres east of its junction with Stapleford Lane, Coddington in the County of Nottinghamshire (known locally as Queen's Road, Sleaford Road and Beacon Hill Road, Newark-on-Trent and Sleaford Road, Coddington)—reference letter C on the deposited plan.