
STATUTORY INSTRUMENTS

1988 No. 2125

HIGHWAYS, ENGLAND AND WALES

**The (A43) Oxford—Market Deeping Trunk Road
(Blisworth and Milton Malsor Bypass and Slip
Roads to Rothersthorpe Service Area) Order 1988**

Made - - - - *5th December 1988*
Coming into force - - *5th January 1989*

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10, 41 and 106 of the Highways Act 1980(1), and now vested in him(2), and of all other enabling powers:

1. The new highways which the Secretary of State proposes to construct—
 - (a) along the route described in schedule 1 to this Order (the highway along this route being in this Order referred to as “the main new trunk road”); and
 - (b) along the routes described in schedule 2 to this Order which connect the main new trunk road with other highways to the places stated in that schedule (the highways along these routes being in this Order referred to as “the slip roads”),

shall become trunk roads as from the date when this Order comes into force.

2. The centre lines of the new trunk roads are indicated by heavy black lines on the deposited plan.

3. The Secretary of State directs as respects any part of a highway which crosses the route of any of the new trunk roads that—

- (a) where the highway is a highway maintainable at the public expense by a local highway authority, the part in question shall be maintained by that authority; and
- (b) where the highway is not a highway so maintainable and is not maintainable under a special enactment or by reason of tenure, enclosure or prescription, the Secretary of State shall be under no duty to maintain the part in question.

until, in either case, a date to be specified in a notice given by the Secretary of State to the highway authority for that highway. The date specified will not be later than the date on which the relevant route is opened for the purpose of through traffic.

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

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4. The length of existing highway described in schedule 3 to this Order and shown by thin striped hatching on the deposited plan shall become a trunk road as from the date when this Order comes into force.

5. The Secretary of State is authorised to construct—

- (a) as part of the main new trunk road, the bridge specified in schedule 4 to this Order;
- (b) as part of the slip road numbered 1 on the deposited plan, the bridge specified in schedule 5 to this Order; and
- (c) as part of the slip road numbered 4 on the deposited plan, the bridge specified in schedule 6 to this Order.

6. In this Order—

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

(i) “the deposited plan”	means the plan numbered HA10/EM38, marked “The (A43) Oxford—Market Deeping Trunk Road (Blisworth and Milton Malsor Bypass and Slip Roads to Rothersthorpe Service Area) 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;
(ii) “the new trunk roads”	means the main new trunk road and the slip roads;
(iii) “the trunk road”	means the (A43) Oxford—Market Deeping Trunk Road.

7. This Order shall come into force on 5th January 1989 and may be cited as the (A43) Oxford—Market Deeping Trunk Road (Blisworth and Milton Malsor Bypass and Slip Roads to Rothersthorpe Service Area) Order 1988.

Signed by authority of the Secretary of State

5th December 1988

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

SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route at Blisworth and Milton Malsor in the County of Northamptonshire approximately 6.62 kilometres in length, starting at a point 290 metres north-east of the junction of the existing (A43) trunk road with St John's Road then going in a generally northerly direction to a point on Banbury Lane, 590 metres south of its junction with the Danes Camp Way/Upton Way Roundabout.

SCHEDULE 2

ROUTES OF THE SLIP ROADS

- (a) A route numbered 1 on the deposited plan which measures approximately 0.73 kilometres in length, starting at a roundabout on the main new trunk road, 95 metres south of the M1 Motorway heading in a generally north-westerly direction and terminating on the eastern limit of the new M1 Motorway connecting road south of the M1 Motorway 420 metres south-east of the Banbury Lane bridge.
- (b) A route numbered 2 on the deposited plan which measures approximately 0.05 kilometres in length, starting at a roundabout at a point on Route 1 350 metres north of the main new trunk road, heading in a north-westerly direction and terminating on the south-eastern boundary of Rothersthorpe Service Area.
- (c) A route numbered 3 on the deposited plan which measures approximately 0.01 kilometres in length, starting at the north-western end of Route 1 heading in a north-easterly direction and terminating on the south-western boundary of Rothersthorpe Service Area.
- (d) A route numbered 4 on the deposited plan which measures approximately 0.60 kilometres in length, starting at a roundabout on the main new trunk road, 110 metres north of the M1 Motorway, heading in a generally north-westerly direction and terminating at the eastern limit of the new M1 Motorway connecting road on the north of the M1 Motorway, 400 metres south-east of the Banbury Lane bridge.
- (e) A route numbered 5 on the deposited plan which measures approximately 0.05 kilometres in length, starting at a point on Route 4 325 metres north of the new main trunk road, heading in a south westerly direction and terminating on the north-eastern boundary of Rothersthorpe Service Area.
- (f) A route numbered 6 on the deposited plan which measures approximately 0.04 kilometres in length, starting at the north-western end of Route 4, heading in a southerly direction and terminating on the north-western boundary of Rothersthorpe Service Area.

SCHEDULE 3

LENGTH OF EXISTING HIGHWAY TO BECOME TRUNK ROAD

The unclassified road from its junction with Banbury Lane to its junction with the Danes Camp Way/Upton Way Roundabout in the County of Northamptonshire, a distance of approximately 0.6 kilometres.

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SCHEDULE 4

BLISWORTH CANAL BRIDGE

SPECIFICATIONTYPE OF CONSTRUCTIONPrefabricated steel beams with a composite slab supported on reinforced concrete abutments.**SPAN**Clear span over navigable waterway is 26.0 metres, measured square to the abutments.**MINIMUM HEADROOM**4.5 metres minimum above weir and navigation level under the new structure.**WATERWAY**Remains as existing, approximately 14.3 metres wide.**LOCATION**Approximately 1.5 kilometres north west of Blisworth village in the district of South Northamptonshire. The bridge is located approximately 166 metres south of the canal bridge which carries the unclassified road from the Tiffield to Milton Malsor.

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SCHEDULE 5

ROTHERSTHORPE CANAL BRIDGE (NORTH)

SPECIFICATIONTYPE OF CONSTRUCTIONPrecast prestressed concrete beams and composite top slab supported on reinforced concrete abutments.**SPAN**Clear span over navigable waterway is 17.8 metres, measured square to the abutments.**MINIMUM HEADROOM**3.6 metres minimum above weir and navigation level under the new structure.**WATERWAY**Minimum width of navigation channel of 10.5 metres under new structure.**LOCATION**The bridge is in the South Northamptonshire district, approximately 1.2km north east of Rothersthorpe village and is located on the Grand Union Canal (Northampton Arm) approximately 60m south of the canal bridge which carries the M1 Motorway.

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SCHEDULE 6

ROTHERSTHORPE CANAL BRIDGE (SOUTH)

SPECIFICATIONTYPE OF CONSTRUCTIONPrecast prestressed concrete beams and composite top slab supported on reinforced concrete abutments.**SPAN**Clear span over navigable

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waterway is 17.8 metres, measured square to the abutments. MINIMUM HEADROOM 3.6 metres minimum above weir and navigation level under the new structure. WATERWAY Minimum width of navigation channel of 10.5 metres under new structure. LOCATION The bridge is in the Northampton district, approximately 1.2km north east of Rothersthorpe village and is located on the Grand Union Canal (Northampton Arm) approximately 64m north of the canal bridge which carries the M1 Motorway.

SPECIFICATION TYPE OF CONSTRUCTION Precast prestressed concrete beams and composite top slab supported on reinforced concrete abutments. SPAN Clear span over navigable waterway is 17.8 metres, measured square to the abutments. MINIMUM HEADROOM 3.6 metres minimum above weir and navigation level under the new structure. WATERWAY Minimum width of navigation channel of 10.5 metres under new structure. LOCATION The bridge is in the Northampton district, approximately 1.2km north east of Rothersthorpe village and is located on the Grand Union Canal (Northampton Arm) approximately 64m north of the canal bridge which carries the M1 Motorway.