STATUTORY INSTRUMENTS

1999 No. 1493

HIGHWAYS, ENGLAND AND WALES

The M32 Motorway (Junction Two, Northbound Exit Slip Road, Special Road) (Detrunking) Order 1999

Made - - - -	*17th May 1999*
Coming into force - -	*10th June 1999*

The Secretary of State for the Environment, Transport and the Regions 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 powers enabling him in that behalf:—

1. This Order shall come into force on 10th June 1999 and may be cited as the M32 Motorway (Junction Two, Northbound Exit Slip Road, Special Road) (Detrunking) Order 1999.

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 which does not specifically refer to their classification as principal roads;

(ii) "the deposited plan" means the plan number HA10/PS/218 marked "The M32 Motorway (Junction Two, Northbound Exit Slip Road, Special Road) (Detrunking) Order 199 ", signed by authority of the Secretary of State and deposited at the Highways Agency, Room 5/46A, St. Christopher House, London SE1 0TE;

(iii) "principal road" as a classification for a highway, means that the highway is a principal road for the purposes of enactments and instruments which refer to highways classified as principal roads and is also classified for the purpose of every other enactment and instrument which refers to highways classified by the Secretary of State; and

(iv) "the motorway" means the M32 motorway.

(**1**) 1980 c. 66.

(**2**) By virtue of the Secretary of State for the Environment, Transport and the Regions Order 1997 (S.I 1997/2971), all functions of the Secretary of State for Transport were transferred to the Secretary of State for the Environment, Transport and the Regions with effect from 26th January 1998.

[DOT 0683]

3. The length of motorway described in the Schedule to this Order and shown in solid black on the plan shall cease to be a special road and shall be classified as a classified road from the date when this Order comes into force.

Signed by authority of the Secretary of Statefor the Environment, Transport and the Regions

S. G. Rowsell
17th May 1999 Divisional Director Highways Agency

SCHEDULE

LENGTH OF MOTORWAY CEASING TO BE A SPECIAL ROAD

The length of motorway ceasing to be special road is that length of the northbound exit slip road at Junction 2 in the City of Bristol which is shown on the deposited plan starting from its junction with the Muller Road/Stapleton Road roundabout southwards for a maximum distance of approximately 14 metres.

Plan Folio

THE M32 MOTORWAY
(JUNCTION 2, NORTHBOUND EXIT SLIPROAD, SPECIAL ROAD)
(DETRUNKING)
ORDER 1999

The widths and constructional details shown on these plans are for illustrative purposes only, are subject to alteration and do not form part of the Order.

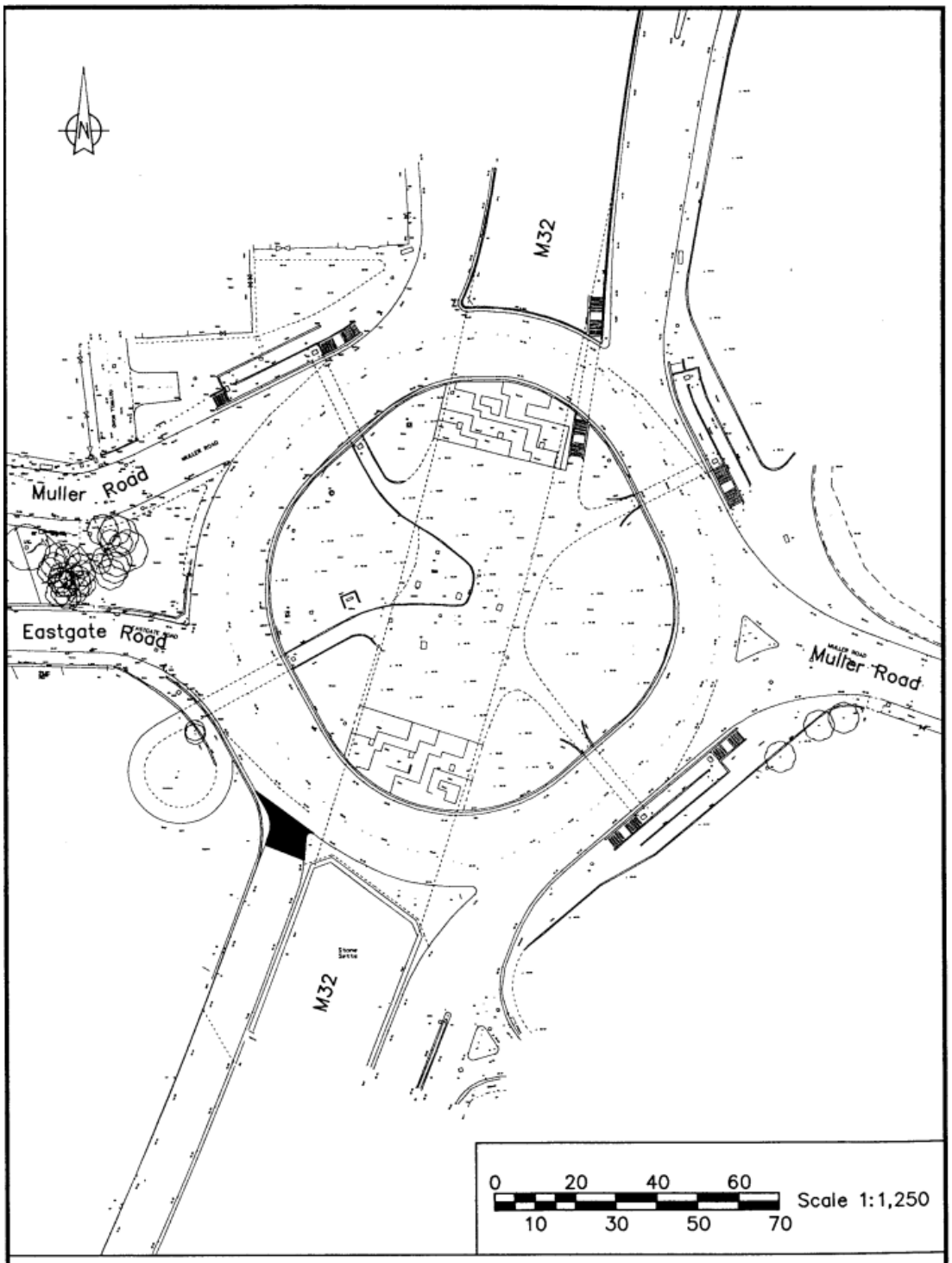
SCALE :– 1:5,000 (KEY PLAN)
1:1,250 (DETRUNKING PLAN)

UNITS OF LENGTH
1 KILOMETRE = 0.621 MILES (APPROX)
1 METRE = 1.094 YARDS (APPROX)

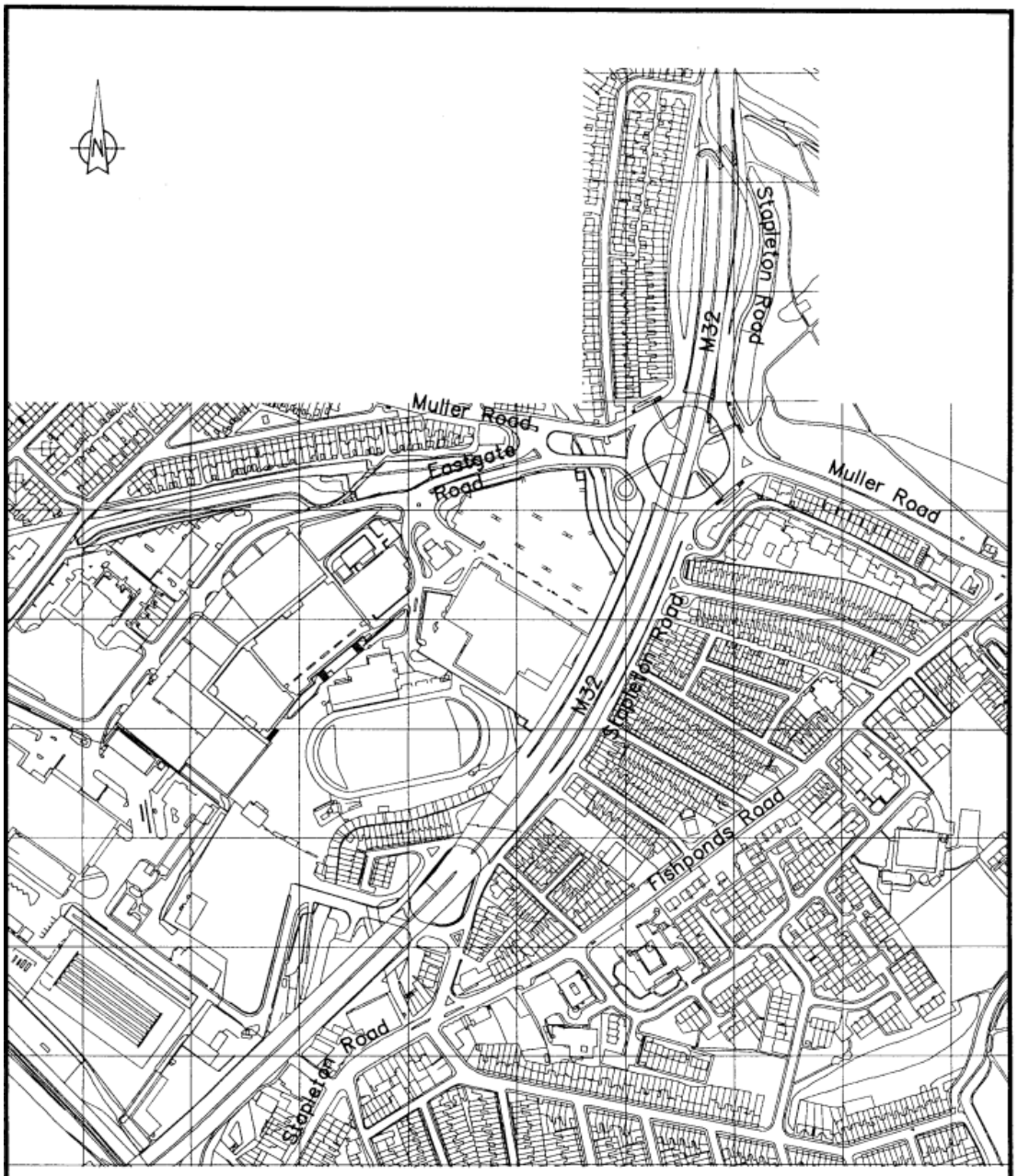
LEGEND

EXISTING HIGHWAY CEASING TO BE A SPECIAL ROAD

PLANS REGISTRY HA10/PS/218 17 May 1999	*S. G. Rowsell* DIVISIONAL DIRECTOR HIGHWAY AGENCY	SIGNED BY AUTHORITY of the SECRETARY OF STATE FOR THE ENVIRONMENT, TRANSPORT AND THE REGIONS. on the 17 May 1999



THE M32 MOTORWAY
(JUNCTION 2, NORTHBOUND EXIT SLIPROAD, SPECIAL ROAD)
(DETRUNKING)
ORDER 1999



THE M32 MOTORWAY
(JUNCTION 2, NORTHBOUND EXIT SLIPROAD, SPECIAL ROAD)
(DETRUNKING)
ORDER 1999
KEY PLAN