
STATUTORY INSTRUMENTS

1991 No. 1542

HIGHWAYS, ENGLAND AND WALES

The North-West of Doncaster-Kendal Trunk Road (Airedale Route) (Bingley to Cottingley Bar Section and Slip Roads) Order 1991

Made - - - - *15th May 1991*
Coming into force - - *25th July 1991*

The Secretary of State for Transport makes this Order in exercise of his powers conferred by sections 10 and 41 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 at 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 from the date when this Order comes into force.

2. The centre line of each of the new trunk roads is indicated by a heavy black line on the deposited plan.

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

4. In this Order—

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

Status: This is the original version (as it was originally made).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

- (1) all measurements of distance are measured along the route of the relevant highway;
- (i) “the deposited plan” means the plan folio numbered HA10/CNE 96 marked “The North-West of Doncaster-Kendal Trunk Road (Airedale Route) (Bingley to Cottingley Bar Section and Slip Roads) Order 1991”, 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 and “a new trunk road” means one of those highways; and
- (iii) “the Trunk Road” means the A650 North-West of DoncasterKendal Trunk Road.

5. This Order shall come into force on 25th July 1991 and may be cited as the NorthWest of Doncaster-Kendal Trunk Road (Airedale Route) (Bingley to Cottingley Bar Section and Slip Roads) Order 1991.

Signed by authority of theSecretary of State for Transport

J. P. Henry
Regional Director Yorkshire & Humberside
Region,
Department of Transport

15th May 1991

SCHEDULE 1

THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is at Bingley in the County of West Yorkshire, about 2.8 kilometres (1.74 miles) in length, starting at a point 122 metres north of the western junction of Dubb Lane with Ferncliffe Road at Bingley (marked A on the deposited plan), then going in a generally south-easterly direction to a roundabout which is to be constructed on the Trunk Road, about 430 metres west of its junction with Nab Lane and 140 metres south west of the Bankfield Hotel (marked B on the deposited plan) all in the Metropolitan District of Bradford.

SCHEDULE 2

THE SLIP ROADS

The routes of the slip roads are in the vicinity of Ferncliffe Bridge (over the Leeds and Liverpool Canal) and are as follows:–

1. A route from the southbound carriageway of the main new trunk road to a point on Ferncliffe Road 20 metres west of the centre point of the Ferncliffe Bridge (marked 1 on the deposited plan).
2. A route from a point 25 metres south of the centre point of the Ferncliffe Bridge, to the southbound carriageway of the main new trunk road (marked 2 on the deposited plan).
3. A route from a point on Ferncliffe Road, 186 metres west of the centre point of the Ferncliffe Bridge to the northbound carriageway of the main new trunk road (marked 3 on the deposited plan).
4. A route from the northbound carriageway of the main new trunk road to a new highway to be constructed at a point on Garden Row, 60 metres from its junction with Ferncliffe Road (marked 4 on the deposited plan).