

2006 No. 1418

HIGHWAYS, ENGLAND

**The Doncaster By-Pass Special Road Scheme 1957
(Variation) Scheme 2006**

Made - - - - - *22nd May 2006*

Coming into force - - - - - *2nd June 2006*

The Secretary of State for Transport makes this Scheme in exercise of powers conferred by sections 16, 17, 19 and 326 of the Highways Act 1980(a):

1. This Scheme may be cited as the Doncaster By-Pass Special Road Scheme 1957 (Variation) Scheme 2006 and shall come into force on 2nd June 2006.

2. The Doncaster By-Pass Special Road Scheme 1957(b) is hereby varied as follows:

(a) for article 1 substitute the following paragraph:

“1. The Minister is hereby authorised to provide along the routes described in the First Schedule and the Third Schedule to this Scheme a special road for the use of traffic Classes I and II of the classes of traffic set out in the Second Schedule to the Act.”

(b) Article 3 shall be omitted.

(c) after Article 4 insert—

“4A. In this Scheme:

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

(2) (a) “connecting road” means a special road along a route described in Schedule 3 to this Scheme;

(b) “the Motorway” means a special road along a route described in Schedule 1 to this Scheme;

(c) “deposited plan” means—one of the plans numbered “1 of 2” to “2 of 2” contained in the plan folio numbered HA10/MP/067, marked “The Doncaster By-Pass Special Road Scheme 1957 (Variation) Scheme 2006” signed by authority of the Secretary of State for Transport and deposited at ODPM-DfT Records Management Branch, Floor 13 (IMD), Ashdown House, St Leonards on Sea, Hastings, East Sussex TN37 7GA; and

(d) “the special roads” means the Motorway and each connecting road.

4B. The centre line of each of the special roads is indicated by a heavy black line on the deposited plan.

4C. Each of the special roads shall become a trunk road on the date that the Scheme comes into force.”

(a) 1980 c. 66.
(b) S.I. 1957/1024

(d) for the First Schedule to that Scheme substitute the following Schedule:

“THE FIRST SCHEDULE
THE ROUTE OF THE SPECIAL ROAD

From a point on the A614 north of Blyth in the County of Nottingham approximately 455 metres north-west of the centre of Hilltop roundabout in a generally northerly direction passing to the east of Styrrup, crossing the boundary between the counties of Nottingham and the Doncaster Metropolitan Borough at a point approximately 1,100 metres north-west of Harworth and continuing north passing to the east of Tickhill, thence in a north-westerly direction passing to the east of Wadworth and Warmsworth, crossing the River Don approximately 640 metres east of Spotbrough, thence in a northerly direction passing to the east of Pickburn, thence in a north-easterly direction to join the A638 at its junction with Red House Lane in Doncaster Metropolitan Borough, the centreline of the special road being indicated in black on the deposited plan.”

(e) After the Second Schedule insert:—

“THE THIRD SCHEDULE
ROUTES OF THE CONNECTING ROADS

- (i) A route to connect the southbound carriageway of the Motorway with a roundabout to be constructed pursuant to the A1 Trunk Road (A1 (M), A614 and B6045 Junction Improvement Blyth Side Roads) Order 2006 at Blyth in the district of Bassetlaw in the county of Nottinghamshire. The centre line of this special road is shown on the deposited plan where it is given the reference number 1.
- (ii) A route to connect the northbound carriageway of the motorway with a roundabout to be constructed pursuant to the A1 Trunk Road (A1(M), A614 and B6045 Junction Improvement Blyth Side Roads) Order at Blyth in the district of Bassetlaw in the county of Nottinghamshire. The centre line of this special road is shown on the deposited plan where it is given the reference number 2.”

Signed by authority of the Secretary of State for Transport

22nd May 2006

I. Scholey
A Divisional Director
Highways Agency

EXPLANATORY NOTE

(This Note is not part of the Order)

This scheme varies the Doncaster By-Pass Special Roads Scheme 1957 so as to shorten the southern end of the special road in the parish of Blyth by 410 metres. Two new connecting roads, one linking the southbound carriageway of the Motorway with a new roundabout and the other connecting a new roundabout with the northbound carriageway of the Motorway are being provided. The shortening of the special road is a consequence of the redesign of the Blyth junction which includes the construction of two new roundabouts and a link road that passes over the A1 which will be lowered. This redesign has resulted in the point at which the motorway ends moving further to the north due to the provision of the new motorway slip roads and hence a change in the point at which motorway traffic may join or leave the motorway.

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