STATUTORY INSTRUMENTS

1981 No. 1276

HIGHWAYS, ENGLAND AND WALES

The London–Inverness Trunk Road (A6) (Chapel-en-le-Frith and Whaley Bridge Bypass and Slip Roads) Order 1981

Made - - - - *4th September* 1981

Coming into Operation *18th September* 1981

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(**a**) and now vested in him (**b**) 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 as from the date when this Order comes into operation.

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.

4. The Secretary of State is authorised to construct over the navigable waters of the Peak Forest Canal the bridges specified in Schedule 3 to this Order as part of the main new trunk road.

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

5. In this Order:—

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

(2) (i) "the deposited plan" means the plan numbered HA10/2 MRCU XXI marked "The London-Inverness Trunk Road (A6) (Chapel-en-le-Frith and Whaley Bridge Bypass and Slip Roads) Order 1981", signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, 43 Marsham Street, London SW1 3PY;

(ii) "the main new trunk road" and "the slip roads" have the meanings given in Article 1 of this Order;

(iii) "the new trunk roads" means the highways mentioned in Article 1 of this Order; and

(iv) "the Trunk Road" means the London-Inverness Trunk Road (A6).

6. This Order shall come into operation on 18th September 1981 and may be cited as the London-Inverness Trunk Road (A6) (Chapel-en-le-Frith and Whaley Bridge Bypass and Slip Roads) Order 1981.

Susan Fogarty
An Under Secretary in the
Department of Transport.

Signed by authority of the
Secretary of State
4th September 1981.

SCHEDULE I

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route approximately 6·8 kilometres (4·3 miles) in length starting at a point about 170 metres (186 yards) south of the junction of the Trunk Road and the B6062 (Chinley Road) (marked "A" on the deposited plan), where it connects to the Trunk Road by means of a single carriageway road and roundabout. It then proceeds in a generally easterly direction passing to the south of Buxworth, Whitehough and Chapel Milton and then turning to the east of Chapel-en-le-Frith to terminate near Blackbrook Hamlet at a point about 250 metres (273 yards) south-east of the centre line of Brooklands Road, (marked "B" on the deposited plan), all in the County of Derbyshire.

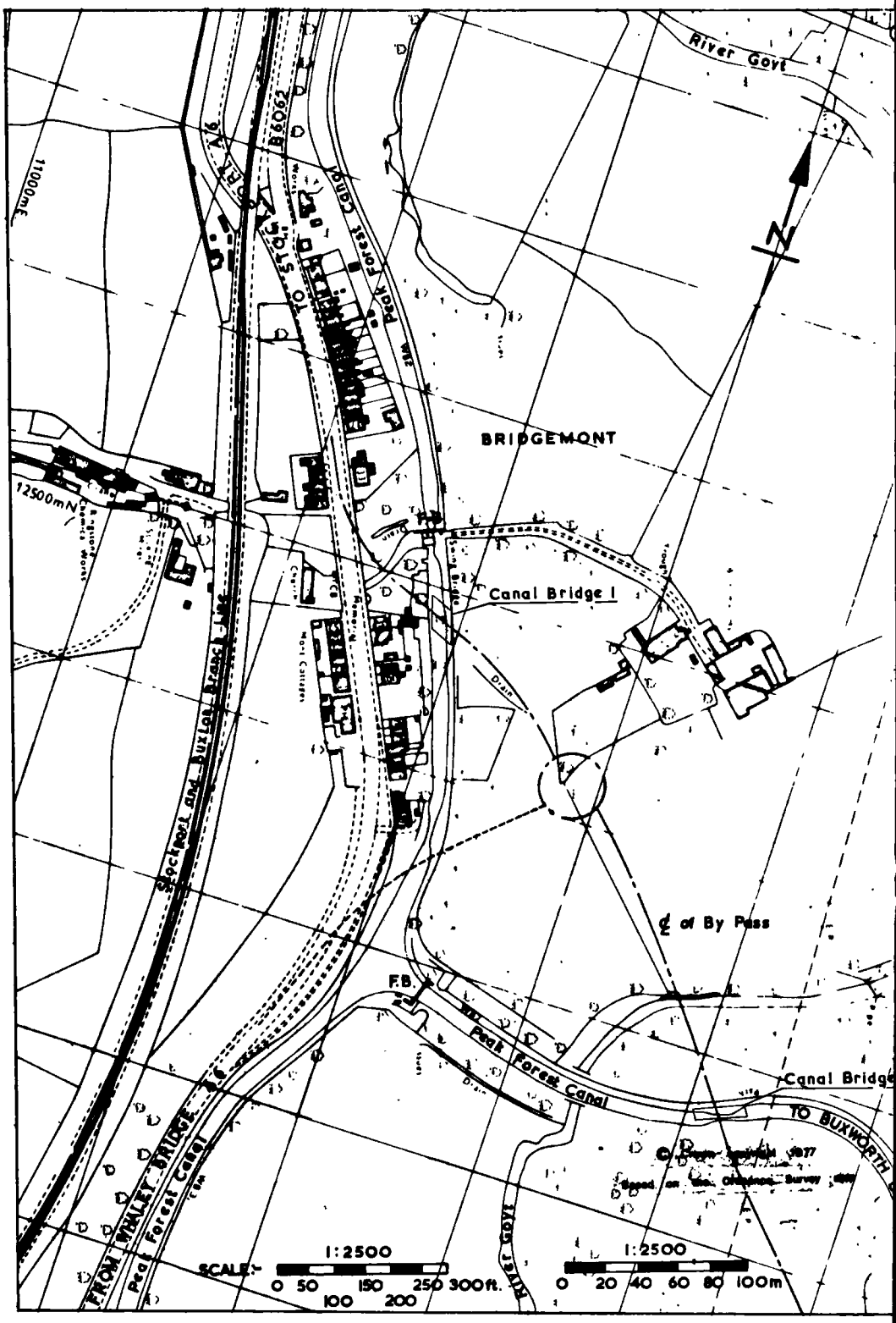
SCHEDULE 2

ROUTES OF THE SLIP ROADS

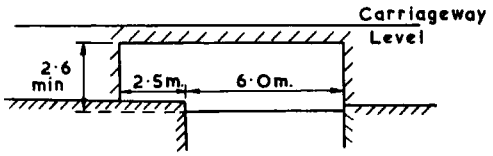
The routes of the slip roads are the following:—

(1) Junction with the A625 Sheffield Road at Chapel-en-le-Frith. Two routes to connect the south-east bound and north-west bound carriageways of the main new trunk road with the A625 Sheffield Road (as proposed to be improved) at Chapel-en-le-Frith (the new trunk roads along these routes being respectively given the reference numbers 1 and 2 on the deposited plan);

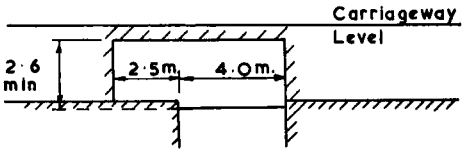
(2) Junction with the Trunk Road at Blackbrook. One route to connect the south-bound carriageway of the main new trunk road with Blackbrook Lane and the link road to A625 Sheffield Road (the new trunk road along this route being given the reference number 3 on the deposited plan).


River Goyt
A6
B6062
Peak Forest Canal
1100mE
BRIDGEMONT
12500mN
Canal Bridge I
Disused and Buxton Branch
Drain
℄ of By Pass
FB
Peak Forest Canal
Canal Bridge
TO BUXWORTH
FROM WHALEY BRIDGE
Peak Forest Canal
RIVER GOYT
SCALE:-
1:2500
0 50 100 150 200 250 300ft.
1:2500
0 20 40 60 80 100m

SCHEDULE 3



CANAL BRIDGE 1.



CANAL BRIDGE 3.

Scale 1:200
0 1 2 3 4 5m.

1:200
0 3 6 9 12 15 Feet

SPECIFICATION

1. BEAM AND SLAB CONCRETE CONSTRUCTION.
2. CLEAR SPANS AS SHOWN.
3. MINIMUM HEADROOM AS SHOWN.
4. WATERWAY WIDTHS AS SHOWN
5. POINTS OF COMMENCEMENT AND TERMINATION:-

BRIDGE 1.

COMMENCING ON WEST SIDE OF THE PEAK FOREST CANAL APPROX. 45m SOUTH OF THE EXISTING FOOTBRIDGE PROVIDING ACCESS TO BOTHOMES HALL BRIDGEMONT & TERMINATING ON THE EAST SIDE OF THE CANAL APPROX. 55m. SOUTH OF THE SAME FOOTBRIDGE.

BRIDGE 3.

COMMENCING ON THE NORTH SIDE OF THE PEAK FOREST CANAL APPROX. 72m. EAST OF THE ℄ OF THE EXISTING BRIDGE CARRYING THE CANAL OVER THE RIVER GOYT AND TERMINATING ON THE SOUTH SIDE OF THE CANAL APPROX. 77m EAST OF THE SAME BRIDGE.

PEAK FOREST CANAL CROSSINGS