STATUTORY INSTRUMENTS

1977 No. 32

HIGHWAYS, ENGLAND AND WALES

The London–Thurso Trunk Road (Darrington Flyover and Slip Roads) Order 1977

Made - - - - 5*th January* 1977

Coming into Operation 28*th January* 1977

The Secretary of State for Transport makes this Order in exercise of his powers under section 7 of the Highways Act 1959(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 routes described in Schedule 1 to this Order (the highways along these routes being in this Order referred to as "the main new trunk roads"); and

(*b*) along the routes described in Schedule 2 to this Order which connect the main new trunk roads 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 highway described in Schedule 3 to this Order shall become a trunk road as from the date on which the Secretary of State notifies the County Council of West Yorkshire that the new trunk roads are open for through traffic.

4. In this Order:—

"the deposited plan" means the plan numbered HA7/2-YH 34, marked "The London–Thurso Trunk Road (Darrington Flyover and Slip Roads) Order 1977", signed by authority of the Secretary of State and deposited at the Department of Transport, St. Christopher House, Southwark Street, London SE1 0TE, where it is open to inspection free of charge at all reasonable hours;

(a) 1959 c. 25. (b) S.I. 1970/1681 (1970 III, p. 5551).

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"the main new trunk roads" and "the slip roads"	have the meanings given in Article 1 of this Order;
"the new trunk roads"	means the highways mentioned in Article 1 of this Order and "a new trunk road" means one of those highways;
"the Trunk Road"	means the London–Edinburgh–Thurso Trunk Road (A1).

5. This Order shall come into operation on 28th January 1977 and may be cited as the London–Thurso Trunk Road (Darrington Flyover and Slip Roads) Order 1977.

Signed by authority of
the Secretary of State
5th January 1977.

P. I. Wolf,
Regional Director
Yorkshire & Humberside Regional Office
Department of Transport.

SCHEDULE 1

ROUTES OF THE MAIN NEW TRUNK ROADS

The routes of the main new trunk roads are the following: —

1. A route marked A on the deposited plan, about 330 metres in length, starting at a point on the Trunk Road about 34 metres north of its junction with the Pontefract–Womersley–Pollington road C26 and going in a northerly direction to rejoin the Trunk Road, and

2. A route marked B on the deposited plan about 566 metres in length starting at a point on the Trunk Road about 38 metres south of its junction with the Pontefract–Womersley–Pollington road C26 and going in a general southerly direction to rejoin the Trunk Road.

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following: —

1. *Junction with the Pontefract–Womersley–Pollington Road C26 at Darrington*

   Two routes to connect the northbound and soutbound carriageways of the main new trunk roads with the existing trunk road and the Old Great North Road respectively (the new trunk roads along these routes being respectively given the reference numbers 1 & 2 on the deposited plan).

SCHEDULE 3

EXISTING HIGHWAY TO BECOME TRUNK ROAD

The highway to become a trunk road is shown by narrow striped hatching on the deposited plan and is that length of the Old Great North Road from its junction with the Trunk Road northwards for about 140 metres.

Note: 1 metre = 1.094 yards approximately.