

1990 No. 1409

HIGHWAYS, ENGLAND AND WALES

**The A59 Trunk Road Mellor Brook (Detrunking) Order
1990**

Made - - - - - *11th June 1990*
Coming into force *6th August 1990*

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 12 of the Highways Act 1980(a), and now vested in him(b), and of all other enabling powers:

1. The length of the Trunk Road specified in Schedule 1 to this Order shall cease to be a trunk road, and the part of that length specified in Schedule 2 to this Order shall be a classified road, as from the date on which the Secretary of State notifies the Lancashire County Council that the new trunk road is open to through traffic.

2. In this Order—

(1) all measurements of distance are measured along the route of the relevant highway;

(2) (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 and which does not specifically refer to their classification as principal roads;

(ii) “the deposited plan” means the plan numbered HA10/1 CNW 288A marked “The A59 Trunk Road Mellor Brook (Detrunking) Order 1990” signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, 43 Marsham Street, London SW1P 3PY;

(iii) “the new trunk road” means the new trunk road to be provided by the Secretary of State in pursuance of the Samlesbury-Skipton Trunk Road (A59 Mellor Brook Bypass) Order 1990(c);

(iv) “the Trunk Road” means the Samlesbury-Skipton Trunk Road (A59).

3. This Order shall come into force on 6th August 1990 and may be cited as the A59 Trunk Road Mellor Brook (Detrunking) Order 1990.

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

(c) S.I. 1990/1410.

Signed by authority of the
Secretary of State for Transport
11th June 1990

D. C. Renshaw
Regional Director
North West Region
Department of Transport

SCHEDULE 1

Length of the Trunk Road Ceasing to be a Trunk Road

The length of the Trunk Road ceasing to be trunk road is that length which extends between a point (Myerscough Smith Road) 720 metres north west of its junction with Branch Road and a point (Whalley Road) 85 metres south west of the entrance to Causeway farm, and shown on the deposited plan by a broad striped hatching.

SCHEDULE 2

Length of road described in Schedule 1 above becoming a classified road

The length of the Trunk Road which will become a classified road is that length which extends from a point 132 metres north west of its junction with Branch Road in a south easterly direction to its junction with Mellor Brook, a distance of 156 metres, and shown on the deposited plan as part of the broad striped hatching.

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