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STATUTORY INSTRUMENTS

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**1991 No. 2435**

**HIGHWAYS, ENGLAND AND WALES**

**The (A46) Bath–Lincoln Trunk Road (Leicester  
Western Bypass and Slip Roads) Order 1991**

*Made* - - - - 22nd October 1991

*Coming into force* - - 27th November 1991

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(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 as 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 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. That date 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 the bridge specified in schedule 3 to this Order as part of the main new trunk road.

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

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5. In this Order:–

- (i) “the deposited plan” means the plan numbered HA10/EM39 marked “The (A46) Bath–Lincoln Trunk Road (Leicester Western Bypass 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 (A46) Bath–Lincoln Trunk Road.

6. This Order shall come into force on 27th November 1991 and may be cited as the (A46) Bath–Lincoln Trunk Road (Leicester Western Bypass and Slip Roads) Order 1991.

Signed by authority of the Secretary of State for Transport

22nd October 1991

*D. J. Morrison*  
Regional Director East Midlands Region,  
Department of Transport

## SCHEDULE 1

### ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route in the Parishes of Glenfield, Groby, Anstey, Wanlip and Syston and in the City of Leicester in the County of Leicestershire, about 11 kilometres in length, starting at a point on the centre line of the dismantled railway measured in a straight line on a horizontal plane 513 metres north-east of the centre line of the M1 Motorway (marked “A” on the deposited plan). It proceeds in a north-easterly direction to form a junction with Groby Road (A50) and then eastwards to form a junction with Anstey Lane (B5327). The route curves northeastwards to form a junction with the (A6) London–Carlisle Trunk Road (known as Loughborough Road) and then eastwards to form a junction with Rectory Road at Wanlip. It terminates at a point measured in a straight line on a horizontal plane 337 metres north of the centre point of Wanlip Road Overbridge and 31 metres west of the centre line of the trunk road where it forms a junction with the trunk road (marked “B” on the deposited plan).

## SCHEDULE 2

### ROUTES OF THE SLIP ROADS

1. Four routes to connect the north-eastbound carriageway and the south-westbound carriageway of the main new trunk road with a roundabout to be constructed as part of Groby Road (A50) at Groby (the new trunk roads along these routes being respectively given the reference numbers 4, 5, 6 and 7 on the deposited plan).

2. Four routes to connect the north-eastbound carriageway and the south-westbound carriageway of the main new trunk road with a roundabout to be constructed as part of the B5327 road, south-east of Anstey (the new trunk roads along these routes being respectively given the reference numbers 8, 9, 10 and 11 on the deposited plan).

3. Four routes to connect the north-eastbound carriageway and the south-westbound carriageway of the main new trunk road with the roundabout described in paragraph 4 below (the new trunk roads along these routes being respectively given the reference numbers 12, 13, 14 and 15 on the deposited plan).

4. A roundabout numbered 16 on the deposited plan approximately 414 metres in circumference measured along the centre line of the roundabout the central point of which is 14 metres north of the junction of Loughborough Road (A6) and Fillingate (B673) and 2 metres west of the centre line of Loughborough Road (A6).

5. A route numbered 17 on the deposited plan to connect the south-westbound carriageway of the main new trunk road to Rectory Road at Wanlip.

6. A roundabout numbered 18 on the deposited plan approximately 165 metres in circumference measured along the centre line of the roundabout the central point of which is 348 metres north of the centre line of Wanlip Road Overbridge and 1 metre east of the trunk road.

## SCHEDULE 3

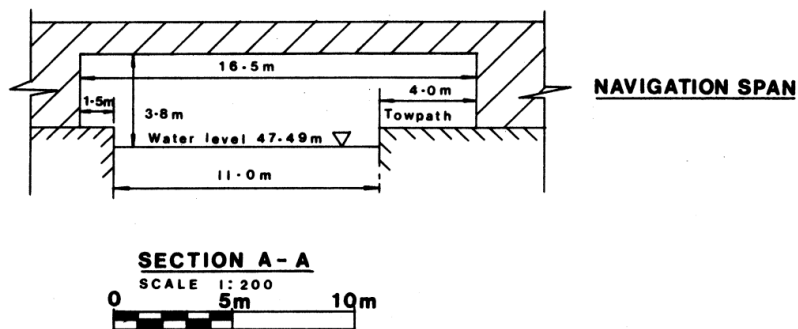
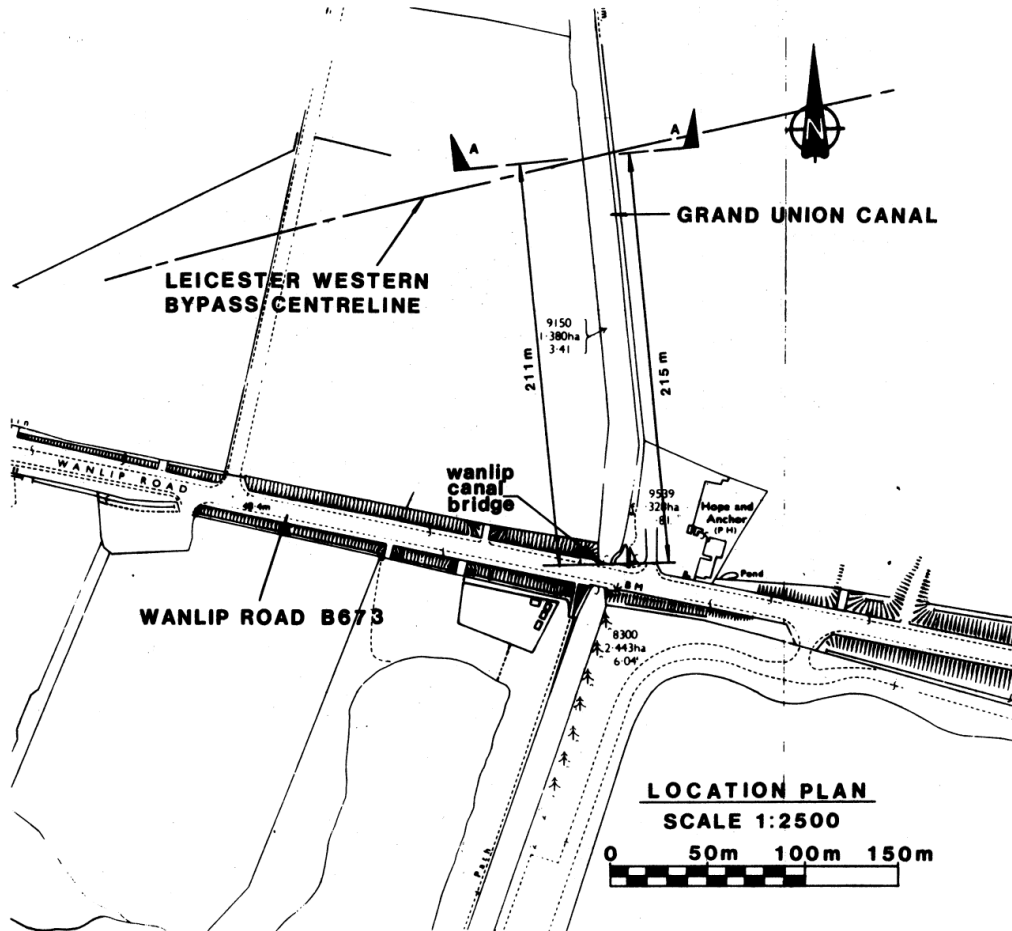
### SPECIFICATION

Point of Commencement: a point on the west bank of the Grand Union Canal approximately 211 metres north of the northern side of the Wanlip Canal Bridge.

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Point of Termination: a point on the east bank of the Grand Union Canal approximately 215 metres north of the northern side of the Wanlip Canal Bridge.

Headroom: not less than 3.8 metres above normal navigation level which is 47.49 metres above Ordnance Datum Newlyn, to be maintained for a distance of 5.5 metres each side of the centre line of the navigable waterway to provide a total width of 11 metres.



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