
STATUTORY INSTRUMENTS

1988 No. 272

HIGHWAYS, ENGLAND AND WALES

**The London-Carlisle-Glasgow-Inverness Trunk Road
(A6) (Barton-Le-Clay Bypass and Slip Road) Order 1988**

Made - - - - - *12th February 1988*

Coming into force - - - - - *7th March 1988*

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10, 12 and 41 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 route described in Schedule 2 to this Order (the highway along this route being in this Order referred to as “the slip road”),

shall become trunk roads as from the date when this Order comes into force.

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 a new trunk road 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, enclose 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 length of trunk road described in Schedule 3 to this Order and shown by broad striped hatching on the deposited plan shall cease to be a trunk road and shall be classified as a classified road as from the date on which the Secretary of State notifies the County Council of Bedfordshire that the new trunk roads are open for through traffic.

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

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

5. In this Order—

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

(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 purposes 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 HA10/2—E234 marked “The London-Carlisle-Glasgow-Inverness Trunk Road (A6) (Barton-Le-Clay Bypass and Slip Road) Order 1988”, 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 roads”	means “the main new trunk road” and “the slip road” and “a new trunk road” means one of those highways;
(iv) “the Trunk Road”	means the London-Carlisle-Glasgow-Inverness Trunk Road (A6).

6. This Order shall come into force on 7th March 1988 and may be cited as the London—Carlisle-Glasgow-Inverness Trunk Road (A6) (Barton-Le-Clay Bypass and Slip Road) Order 1988.

Signed by authority of the Secretary of State

12th February 1988

G. D. Crane
Regional Director Eastern Region
Department of Transport

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SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route at Streatley and Barton-Le-Clay in the County of Bedfordshire, about 2.27 kilometres in length, from a point on the Trunk Road 1.38 kilometres south of its junction with Sharpenhoe Road, going in a northerly direction to Mill Lane and then in a generally north easterly direction, to the Trunk Road at its junction with Higham Road.

SCHEDULE 2

ROUTE OF THE SLIP ROAD

A route about 875 metres in length, from a point on the western side of the Trunk Road 1.55 kilometres south of its junction with Sharpenhoe Road, going in a generally northerly direction and then in a generally north easterly direction (beneath the main new trunk road), to the Trunk Road at a bifurcated junction, the northern arm being 749 metres south of the said junction with Sharpenhoe Road and the southern arm being 868 metres south of that junction.

SCHEDULE 3

LENGTH OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

The length of the Trunk Road ceasing to be a trunk road is between a point 749 metres south of its junction with Sharpenhoe Road and a point 118 metres south of its junction with Higham Road.