STATUTORY INSTRUMENTS

1975 No. 1458

HIGHWAYS, ENGLAND AND WALES

The Lancashire County Council North Lancashire Motorway (Burnley to Colne) Special Roads Scheme 1973 Confirmation Instrument 1975

Made - - - - *4th September* 1975

The Secretary of State for the Environment makes this Instrument in exercise of powers conferred by sections 11, 12 and 20 of the Highways Act 1959(a) and section 11 of the Highways Act 1971(b) and now vested in him (c) and of all other enabling powers:—

1. The Lancashire County Council North Lancashire Motorway (Burnley to Colne) Special Roads Scheme 1973 is hereby confirmed with modifications.

2. The said Scheme as confirmed (hereinafter referred to as "the Scheme") is set out in the Schedule hereto and copies of the Scheme with its accompanying plan as modified are deposited at the Department of the Environment, St Christopher House, Southwark Street, London SE1 OTE and at the offices of the Lancashire County Council, County Hall, Preston.

3. The Scheme will become operative on the date on which notice that it has been confirmed is first published in accordance with paragraph 1 of Schedule 2 to the Highways Act 1959.

4. This Instrument may be cited as the Lancashire County Council North Lancashire Motorway (Burnley to Colne) Special Roads Scheme 1973 Confirmation Instrument 1975.

W. R. Corrie,
An Under Secretary in the Department of the Environment.

Signed by authority of the Secretary of State 4th September 1975.

(a) 1959 c. 25. (b) 1971 c. 41.
(c) S.I. 1970/1681 (1970 III, p. 5551).

[DOE 20891]

THE SCHEDULE

THE LANCASHIRE COUNTY COUNCIL NORTH LANCASHIRE MOTORWAY (BURNLEY TO COLNE) SPECIAL ROADS SCHEME 1973

The Lancashire County Council make this Scheme in exercise of their powers under Sections 11, 12 and 20 of the Highways Act 1959 and Section 11 of the Highways Act 1971 and of all other enabling powers:—

1. The County Council are authorised to provide for the use of traffic of Classes I and II of the classes of traffic set out in Schedule 4 to the Highways Act 1959. as amended—

(*a*) a special road along the route described in Schedule 1 to this Scheme (this special road being in this Scheme referred to as "the Motorway"), and

(*b*) special roads along the routes described in Schedule 2 to this Scheme for the purposes of connecting the Motorway with other highways at the places stated in that Schedule (these special roads being in this Scheme referred to as "the Connecting Roads").

2. The County Council shall be the special road authority for the special roads.

3. The centre lines of the special roads are indicated by heavy black lines on the deposited plan.

4.(*a*) The County Council are also authorised to construct a bridge as part of the Motorway specified in Schedule 3 of this Scheme over the navigable waters of the Leeds and Liverpool Canal.

(*b*) The County Council are also authorised to construct as part of the Motorway the tunnel specified in Schedule 4 to this Scheme under the navigable waters of the Leeds and Liverpool Canal and in connection with the construction of that tunnel and during the period of such construction temporarily to divert that part of the said navigable water course specified in that Schedule and the towing path adjacent to that part in the manner shown in that Schedule.

5. In this Scheme:—

"the County Council" means the Lancashire County Council

"the deposited plan" means the plan marked "The Lancashire County Council North Lancashire Motorway (Burnley to Colne) Special Road Scheme 1973", sealed with the Common Seals of the County Council of Lancaster and the County Borough Council of Burnley and deposited at the offices of the County Council at County Hall, Preston and at the offices of the County Borough Council at the Town Hall, Burnley. A certified copy is deposited at the Department of the Environment, St. Christopher House, Southwark Street, London SE1 OTE.

"the special roads" means the special roads which the County Council are authorised by this Scheme to provide;

"the Motorway" and "the Connecting Roads" have the meanings given in Article 1 of this Scheme.

6. This Scheme may be cited as the Lancashire County Council North Lancashire Motorway (Burnley to Colne) Special Roads Scheme 1973.

SCHEDULE 1

ROUTE OF THE MOTORWAY

A route approximately 9·29 kilometres (5·81 miles) in length, starting at a point on the east kerbline of Unwin Street, 20 metres (22 yards) north of the centre line of Haslam Street Burnley in the Borough of Burnley and proceeding in a generally north easterly direction for a distance of approximately 1·35 kilometres (0·84 miles), then in a generally northerly direction for a distance of approximately 4·15 kilometres (2·59 miles), then in a generally north easterly direction for a distance of approximately 1·80 kilometres (1·13 miles) and then in a generally easterly direction for a distance of approximately

1·99 kilometres (1·26 miles) ending, at a point 256 metres (281 yards) due east of the centre line of the Leeds and Liverpool Canal at Barrowford Locks Colne in the District of Pendle.

SCHEDULE 2

Routes of the Connecting Roads

1. *Barracks Interchange*

Junction with Padiham Road (A671) at Burnley.

Two routes to connect the eastbound and westbound carriageways of the Motorway (to and from the east) with the roundabout system to be constructed as a part of a Padiham Road Diversion at Burnley (the special roads along these routes being respectively given the reference letters A and B on the deposited plan).

2. *Crow Wood Interchange*

Junction with Curzon Street (to A671 and A56) at Burnley.

Two routes to connect the eastbound and westbound carriageways of the Motorway (to and from the east) with a roundabout to be constructed as a part of the link road at Burnley (east) (the special roads along these routes being respectively given the reference letters C and D on the deposited plan).

3. *Brierfield Interchange*

Junction with Colne Road (A56) at Brierfield.

Four routes to connect the eastbound and westbound carriageways of the Motorway with a roundabout to be constructed as a part of the link road at Brierfield (the special roads along these routes being respectively given the reference letters E, F, G, and H on the deposited plan).

4. *Reedyford Interchange*

Junction with Scotland Road (A682) and Barrowford Road (B6247) at Nelson.

Four routes to connect the eastbound and westbound carriageways of the Motorway with a roundabout system to be constructed at the junction of Scotland Road and Barrowford Road at Nelson (the special roads along these routes being respectively given the reference letters I, J, K, and L on the deposited plan).

5. *Whitewalls Interchange*

Junction with A56 Diversion at Colne.

Two routes to connect the eastbound and westbound carriageways of the Motorway with a roundabout to be constructed as part of the Whitewalls (A 56) Diversion, Phase I at Colne (the special roads along these routes being respectively given the reference letters M and N on the deposited plan).

EXPLANATORY NOTE

(This Note is not part of the Instrument.)

This Instrument confirms the Scheme originally entitled the Lancashire County Council and Burnley County Borough Council North Lancashire Motorway (Burnley to Colne) Special Roads Scheme 1973 with modifications. Apart from the replacement of the original Schedule 3 by a modified version all the remaining modifications comprise the replacement of the County Council of the Administrative County of the County Palatine of Lancaster and the Council of the County Borough of Burnley (two authorities abolished by section 1 of the Local Government Act 1972), by the Lancashire County Council as the authority by whom the Scheme is made, together with certain minor consequential amendments arising from the provisions of the Local Government Act 1972.

Printed in England by McCorquodale Printers Ltd., and published by Her Majesty's Stationery Office
150/P16018/5 R99 K8 9/75

18p net

ISBN 0 11 051458 0

SCHEDULE No. 4

PLANS & SPECIFICATION OF CLIFTON AQUEDUCT (MODIFIED)

SPECIFICATION

POINTS OF COMMENCEMENT OF TERMINATION.
From a point in the County Borough of Burnley approx. 106 m. East from the South East corner of Number 46, Whittlefield Street. Ordnance Survey Plan S.D. 8332 and approx. 100 m. South East from the South East corner of Whittlefield Bridge on Ordnance Survey Plan S.D. 8333. To a point approx. 113 m. South East from the South East corner of Whittlefield House Club on Ordnance Survey Plan S.D. 8333 and approx. 110 m. West from the North West corner of Clifton Colliery House on Ordnance Survey Plan S.D. 8332.

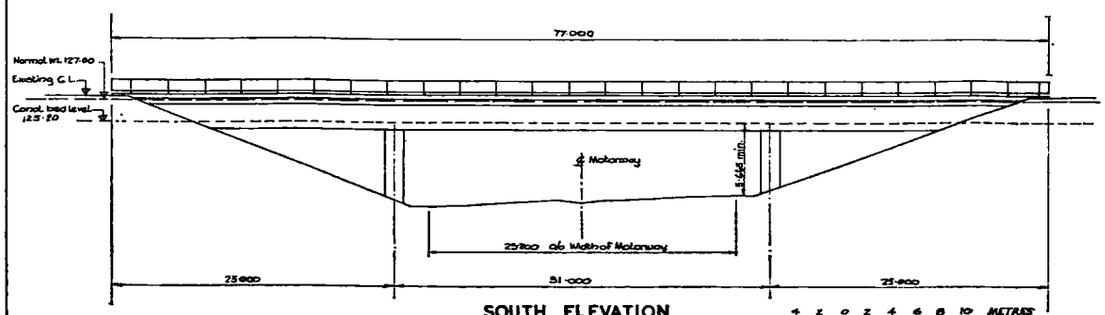
CONSTRUCTION
Aqueduct to be three span prestressed concrete construction, supported on reinforced concrete piers and bank seats on piled foundations.

SPAN.
The proposed clear span over the motorway will be 24·50 m., the overall motorway width being 25·2 m.

WATERWAY
The main canal diversion will have a minimum width of 6·10 m. between fenders and a water depth of 1·8 m. The overall length of the canal diversion including the sheet pile approaches to the aqueduct will be 160 m. of which 77 m. comprises the prestressed concrete aqueduct.

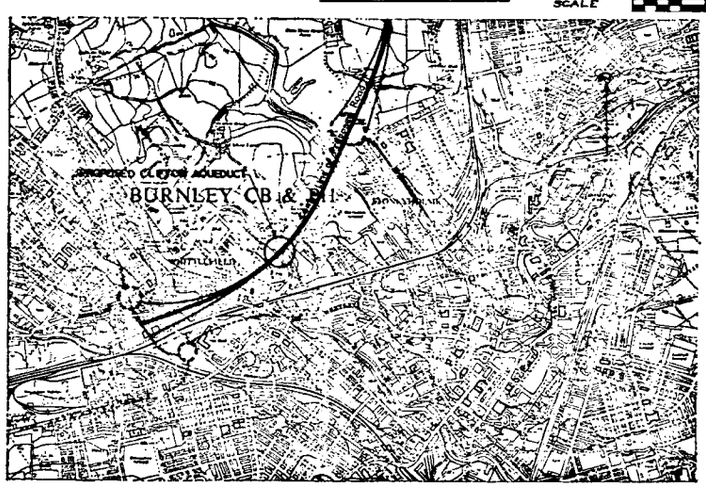
TOWING PATH
The aqueduct will carry a towing path 2·5 m. in width on the same side of the waterway as the existing towing path at the site.

HEADWAY.
The minimum headway over the motorway will be 5·165 m., the minimum depth of the road bulge the bed of the canal will be 5·665 m



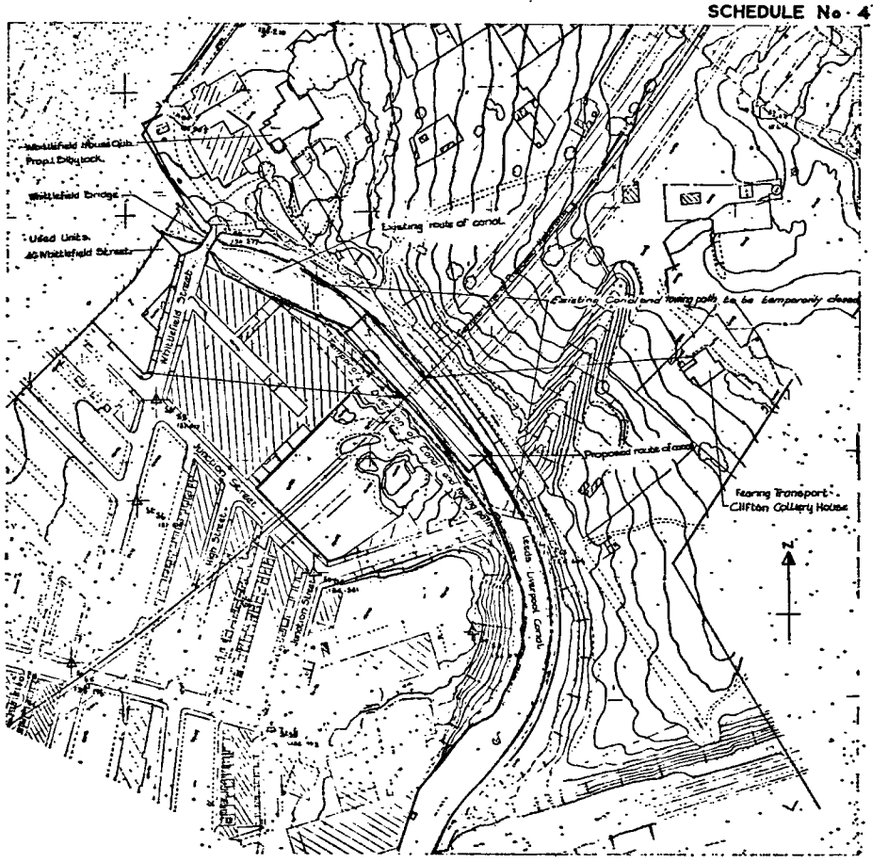
SOUTH ELEVATION

SCALE 4 2 0 2 4 6 8 10 METRES



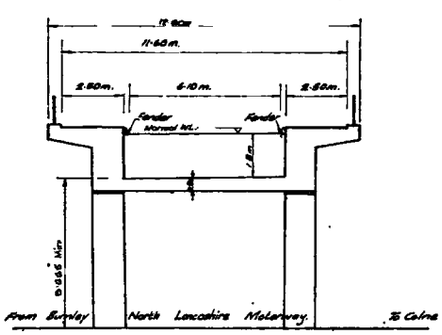
KEY PLAN

SCALE 200 0 200 400 600 METRES.



LOCATION PLAN

SCALE 10 0 10 20 30 40 METRES



SECTION A.A.

SCALE 2 1 0 1 2 3 4 5 METRES

SCHEDULE No. 3

PLANS AND SPECIFICATION OF BARROWFORD LOCKS BRIDGE No 5966 (MODIFIED)

SPECIFICATION

POINTS OF COMMENCEMENT AND TERMINATION

From a point ~~in the Urban District of Barrowford~~ at Barrowford in the District of Pendle approximately 34·75 m. south from the south west corner of the pier of the pipe bridge on the west side of the Leeds and Liverpool Canal and approximately 73 m north east from the north corner of the canal overflow weir on Ordnance Survey Sheet SD.8639 N.E.

To a point approximately 42 m. south east from the south west corner of the pier of the pipe bridge on the east side of the said canal, and approximately 83·5 m. north west from the north west corner of the pilaster to the bridge on Greenfield Road over Wanless Water on Ordnance Sheet SD.8739 N.W.

CONSTRUCTION

Three span concrete construction utilising prestressed concrete beams with reinforced concrete deck slab, supported on piers and bank seats of reinforced concrete.

SPANS

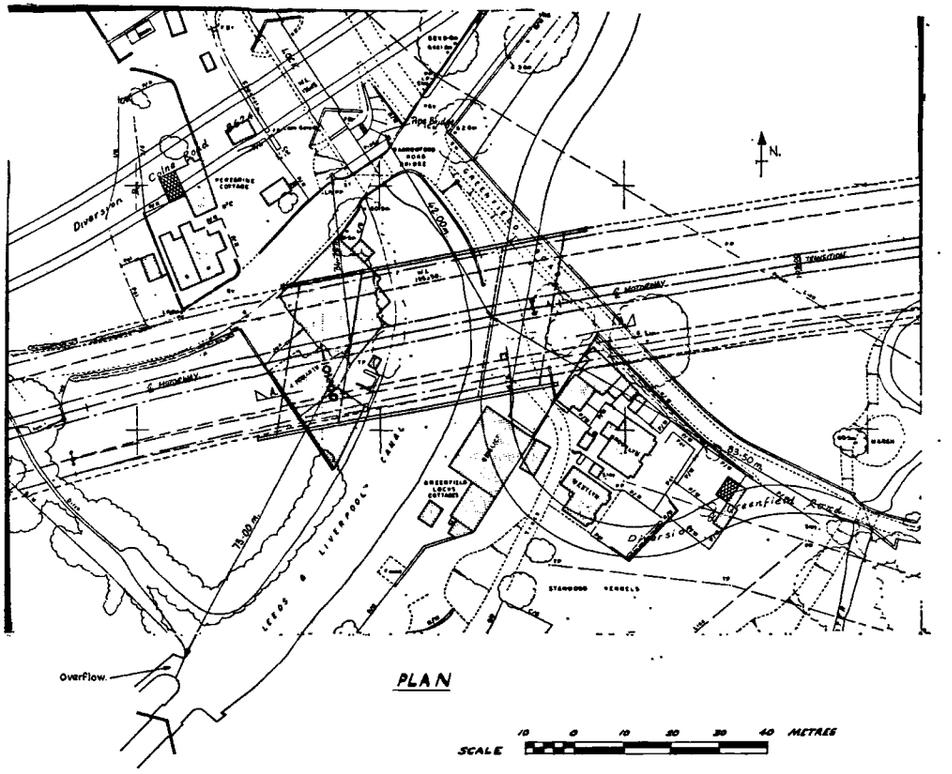
The proposed clear skew span along the centre line of the North Lancashire Motorway over the Leeds and Liverpool Canal and towpath is 29·25 m. (96ft)

HEADWAY TO BE MAINTAINED

3·50 m. (11ft 3ins) min. above normal water level of 133·32 m. (437·40 Ft.) A.O.D.

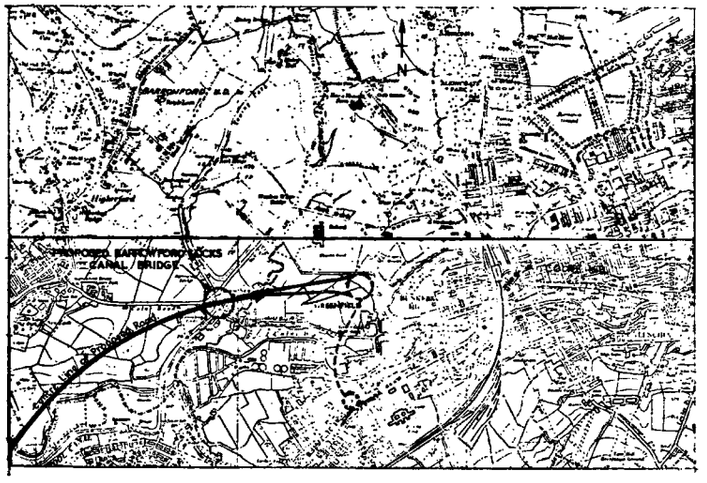
WATERWAY

The canal and towpath widths will remain unaltered maintaining a minimum canal width of 16 m (52 ft. 6 ins), a 1·0 m. (3ft. 3ins) wide verge minimum on the west side of the canal, & a 2·40 m. (8ft) wide towpath minimum on the east side of the canal.



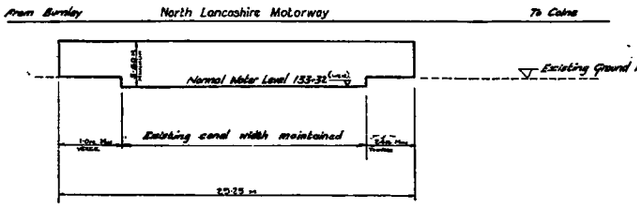
PLAN

SCALE 10 0 10 20 30 40 METRES



KEY PLAN

SCALE 200 0 200 400 600 METRES.



SECTION A–A

SCALE 5 0 5 10 15 METRES

BRIDGE No 5966