

Belle Isle and Bramham Crossroads in the City of Leeds and in the District of Selby, in the counties of West and North Yorkshire. The Order, if made, will authorise him:

- (i)(a) to improve highways;
 - (b) stop up highways;
 - (c) construct new highways;
 - (d) stop-up private means of access to premises; and
 - (e) provide new means of access to premises,
- all in the vicinity of the route of the Motorway mentioned above; and
- (ii) to provide for the transfer of each new highway to the Leeds City Council as highway authority or the highway authority specified for it in the Order as from the date on which he notifies them that it has been completed and is open for traffic.

(3) *The M1-A1 Link (Belle Isle to Bramham Crossroads Section and Connecting Roads Appropriation) Order 19*

which was published in draft on 3rd March 1992. This is an Order under section 18 of the Highways Act 1980 which will provide that a length of the A1 Trunk Road from Bramham Crossroads to Micklefield shall be appropriated as part of the special road which he proposes to provide in accordance with the M1-A1 Link (Belle Isle to Bramham Crossroads Section and Connecting Roads) Scheme 19 from the date on which that part of the special road is first open for use as a special road.

(4) *The A63 Trunk Road (Selby Road Junction) Order 19*

which was published in draft on 3rd March 1992. This is an Order under sections 10 and 41 of the Highways Act 1980 which will provide that the route of the roundabout at Selby Road (A63) at Swillington shall become a trunk road from the date when the Order comes into force.

(5) *The A64 Trunk Road (Bramham Crossroads) Order 19*

which was published in draft on 3rd March 1992. This is an Order under sections 10 and 41 of the Highways Act 1980 which will provide that a route about 750 metres (824 yards) in length including a new roundabout at Bramham Crossroads shall become a trunk road from the date when the Order comes into force.

(6) *The A1 Trunk Road (Lengths of Carriageway at Micklefield and Bramham) (Detrunking) Order 19*

which was published in draft on 3rd March 1992. This is an Order under sections 10 and 12 of the Highways Act 1980 which will provide that lengths of the A1 Trunk Road at Micklefield and Aberford shall cease to be trunk roads and shall be classified as classified roads as from the date on which the Secretary of State notifies the Leeds City Council and the North Yorkshire County Council (who will become the highway authorities responsible for these lengths) that the new special road is open for traffic.

(7) *The A1 Trunk Road (Micklefield to Bramham Crossroads Side Roads) Order 19*

which was published in draft on 3rd March 1992 then subsequently withdrawn and republished in draft on 2nd October 1992. This is an Order under sections 12, 14 and 125 of the Highways Act 1980, in relation to the A1 Trunk Road at Aberford in the City of Leeds which, if made would authorise the Secretary of State for Transport

- (i) (a) to improve highways;
 - (b) stop-up highways;
 - (c) construct new highways;
 - (d) stop up private means of access to premises; and
 - (e) provide new means of access to premises,
- all at Aberford or in the vicinity of the route of the new trunk road mentioned above; and
- (ii) to provide for the transfer of each new highway to the Leeds City Council as highway authority from the date on which he notifies them that it has been completed and is open for traffic.

(8) *The M1 Motorway (Bell Isle) Scheme 19*

which was published in draft on 3rd March 1992. This is a scheme under sections 16, 17 and 19 of the Highways Act 1980 authorising him

- (i) to provide for the exclusive use of traffic of Classes I and II of the classes of traffic set out in Schedule 4 to the Highways Act 1980 a special road ("the motorway") about 600 metres (659 yards) in length at Belle Isle; and
- (ii) provide for the new special road to become a trunk road on the date when the Scheme comes into force.

(9) *The M62/M1 Motorway (Lofthouse Interchange Diversion and Connecting Road) Scheme 19*

which was published in draft on 3rd March 1992. This is a scheme under sections 16, 17 and 19 of the Highways Act 1980 authorising him

- (i) to provide for the exclusive use of traffic Classes I and II of the classes of traffic set out in Schedule 4 to the Highways Act 1980
 - (a) a special road ("the motorway") at Lofthouse Interchange; and
 - (b) a special road to connect the motorways with each other at Lofthouse.
- (ii) to provide for each of the special roads to become trunk roads insofar as they will consist of newly constructed roads on the date when the scheme comes into force.

(10) *The M62/M1 Motorway (Lofthouse Interchange Diversion Side Roads) Order 19*

which was published in draft on 3rd March 1992. This is an Order under sections 12, 18 and 125 of the Highways Act 1980 in relation to the M62/M1 Motorway Lofthouse Interchange Diversion which will be situated between Tingley and Belle Isle in the City of Leeds in the county of West Yorkshire which if made will authorise him

- (i) (a) to improve highways;
 - (b) stop up highways;
 - (c) construct new highways;
 - (d) stop up private means of access to premises;
 - (e) provide new means of access to premises;
- all in the vicinity of the route of the Motorway mentioned above; and
- (ii) to provide for the transfer of new highways to the Leeds City Council as highway authority as from the date on which he notifies them that it has been completed and is open for traffic.

(11) *The M1-A1 Link Motorway (Belle Isle to Bramham Crossroads) Compulsory Purchase Order (YHCPD No.) 19*

which was published in draft on 23rd October 1992, and 30th October 1992. This is an Order under sections 239, 240 and 246 of the Highways Act 1980 and under section 2 of the Acquisition of Land Act 1981 which if made would authorise the Secretary of State for Transport to purchase compulsorily the land rights over land described in the Schedule to the Order

- (a) for the purpose of the construction of a new special road described at (1) above;
- (b) to construct and improve highways, divert a navigable watercourse and to provide new means of access to premises;
- (c) to improve the A63 Trunk Road;
- (d) to improve the A64 Trunk Road;
- (e) to divert (and execute other works on) watercourses; and
- (f) to use land in connection with the above-mentioned works and mitigate adverse effects which the existence or use of certain of the said highways will have on their surroundings.

(12) *The M62/M1 Motorway (Lofthouse Interchange Diversion) Compulsory Purchase Order (YHCPD No.) 19*

which was published in draft on 23rd October 1992 and 30th October 1992. This is an Order under sections 239, 240 and 246 of the Highways Act 1980 and under section 2 of the Acquisition of Land Act 1981 which, if made, would authorise the Secretary of State for Transport to purchase compulsorily the land and rights over land described in the Schedule to the Order

- (a) for the purpose of the construction of a new special road described at (9) above;
- (b) to construct and improve highways, and provide new means of access to premises;
- (c) to divert (and execute other works on) watercourses; and
- (d) to use land in connection with the above-mentioned works and mitigate adverse effects which the existence or use of certain of the said highways will have on their surroundings.

(13) *The A1 Motorway (The Bramham Crossroads Maintenance Compound) Compulsory Purchase Order (YHCPD No.) 19*

which was published in draft on 23rd September 1992 and 30th October 1992. This is an Order under sections 239, 240 and 246 of the Highways Act 1980 and under section 2 of the Acquisition of Land Act 1981 which, if made, would authorise the Secretary of State for Transport

- (a) to purchase compulsorily the land described in the Schedule to the Order for the purpose of the construction of a maintenance compound and other buildings and facilities to be used in connection with the construction, use and maintenance of the A1 Motorway, and