

1976 No. 1292

HIGHWAYS, ENGLAND AND WALES

The London-Tilbury Trunk Road

(Mar Dyke to East of Grays Section and Slip Roads) Order 1976

Made - - - - 5th August 1976

Coming into Operation 24th August 1976

The Secretary of State for the Environment makes this Order in exercise of powers conferred by sections 7 and 44 of the Highways Act 1959(a) and section 68 of the Highways Act 1971(b) and now vested in him(c), 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 operation.

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 the 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. The date specified will not be later than the date on which the relevant route is opened for the purpose of through traffic.

4. In this Order:—

“the deposited plan” means the plan numbered HA7/2EC55 marked “The London-Tilbury Trunk Road (Mar Dyke to East of Grays Section

(a) 1959 c. 25.

(b) 1971 c. 41.

(c) S.I. 1970/1681 (1970 III, p. 5551).

and Slip Roads) Order 1976", signed by authority of the Secretary of State and deposited at the Department of the Environment, St. Christopher House, Southwark Street, London SE1 0TE, where it may be inspected free of charge at all reasonable hours;

"the main new trunk road" and "the slip roads" have the meanings given in Article 1 of this Order;

"the new trunk roads" means the highways mentioned in Article 1 of this Order and "a new trunk road" means one of those highways;

"the Trunk Road" means the London-Tilbury Trunk Road (A13).

5. This Order shall come into operation on 24th August 1976, and may be cited as the London-Tilbury Trunk Road (Mar Dyke to East of Grays Section and Slip Roads) Order 1976.

J. Tiplady,

Director,

Eastern Road Construction Unit
Department of the Environment.

Signed by authority of
the Secretary of State

5th August 1976.

SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route about 9.99 kilometres (6.24 miles) in length, starting at a point about 420 metres (462 yards) due south of the centre of the roundabout at the east end of Aveley Bypass, then going generally eastwards to the north of Grays Thurrock before turning southwards to the south of Baker Street and proceeding generally southwards to terminate at the Tilbury Docks Approach Road at a point about 900 metres (985 yards) due north of the centre of the existing Dock Road Roundabout (A1089).

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:—

1. *Junction with proposed M25 Motorway at Mar Dyke*

Two routes to connect the eastbound and westbound carriageways of the main new trunk road with an interchange with the M25 Motorway as proposed to be constructed and to be known as the Mar Dyke Interchange (the new trunk roads along these routes being respectively given the reference numbers 1 and 2 on the deposited plan).

2. *Junction with the proposed North Stifford Interchange*

Four routes to connect the eastbound and westbound carriageways of the main new trunk road with an interchange as proposed to be constructed with Stifford Clays Road and the Trunk Road at North Stifford (the new trunk roads along these routes being given respectively the reference numbers 3, 4, 5 and 6 on the deposited plan).

3. Junction with the proposed A13 Principal Road Link at Baker Street

Two routes to connect the northbound and southbound carriageways of the main new trunk road with the A13 Principal Road Link as proposed to be constructed at Baker Street (the new trunk roads along these routes being given respectively the reference numbers 7 and 8 on the deposited plan).

4. Junction with the proposed Marshfoot Interchange

(a) A route to connect the southbound carriageway of the main new trunk road with Marshfoot Road (the new trunk road along this route being given the reference number 9 on the deposited plan).

(b) A route to connect the Marshfoot Road Roundabout as proposed to be constructed with the northbound carriageway of the main new trunk road (the new trunk road along this route being given the reference number 10 on the deposited plan).

(c) A route to connect Marshfoot Road with the southbound carriageway of the main new trunk road (the new trunk road along this route being given the reference number 11 on the deposited plan).

(d) A route to connect the proposed northbound slip road of the main new trunk road (at present the southbound slip road of the Tilbury Docks Approach Road A1089) with the Marshfoot Road Roundabout as proposed to be constructed (the new trunk road along this route being given the reference number 12 on the deposited plan).