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STATUTORY INSTRUMENTS

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**1996 No. 2841**

**HIGHWAYS, ENGLAND AND WALES**

**The A13 Trunk Road (Movers Lane Junction Improvement, Trunk Road And Slip Roads) Order 1996**

*Made* - - - - *8th November 1996*

*Coming into force* - - *27th November 1996*

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 41 of the Highways Act 1980(1), and now vested in him(2), and of all other powers enabling him in that behalf:—

1. This Order may be cited as the A13 Trunk Road (Movers Lane Junction Improvement, Trunk Road And Slip Roads) Order 1996 and shall come into force on 27th November 1996.

2. In this Order:

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

(i) (2) (i) “the main new road” means the new highway which the Secretary of State proposes to construct as part of the trunk road along the route described in Schedule 1 to this Order;

(ii) “the new trunk roads” means the main new road and the slip roads;

(iii) “the plan” means the plan folio numbered LRO 64/81/2/01, marked “The A13 Trunk Road (Movers Lane Junction Improvement, Trunk Road And Slip Roads) Order 1996”, signed by authority of the Secretary of State for Transport and deposited at the Department of Transport, Great Minster House, 76 Marsham Street, London SW1P 4DR;

(iv) “the slip roads” means the new highways which the Secretary of State proposes to construct along the routes described in Schedule 2 to this Order and which will connect the main new road with other highways at the places stated in that Schedule; and

(v) “the trunk road” means the A13 Trunk Road known locally as Alfreds Way (East Ham and Barking Bypass).

3. The main new road and the slip roads shall become trunk roads from the date when this Order comes into force.

4. The centre line of each of the new trunk roads is indicated by a heavy black line on the plan.

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

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*Status: This is the original version (as it was originally made).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

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5. 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 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 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 traffic.

Signed by authority of the Secretary of State for Transport

Director, Southern Operations Division 8th  
November 1996 Road Programme Directorate  
Highways Agency

## SCHEDULE 1

### ROUTE OF THE MAIN NEW ROAD

The route of the main new road (given the number 1 on the plan) is at Barking in the London Borough of Barking and Dagenham and is about 430 metres in length. It starts from a point 70 metres east of the junction of the trunk road with Westminster Gardens and extends generally eastwards to end at a point 52 metres west of the junction of the trunk road with Saxham Road.

## SCHEDULE 2

### ROUTES OF THE SLIP ROADS

The routes of the slip roads are as follows:—

- (1) four routes to connect the eastbound and westbound carriageways of the main new road with Movers Lane and River Road as proposed to be improved by the Secretary of State (the slip roads along these routes being given the numbers 2, 3, 4 and 7 on the plan), and
- (2) two routes to connect the westbound carriageway slip roads of the main new road with River Road as proposed to be improved by the Secretary of State (the slip roads along these routes being given the numbers 5 and 6 on the plan).