STATUTORY INSTRUMENTS

1984 No. 53

HIGHWAYS, ENGLAND AND WALES

The A12 London-Great Yarmouth Trunk Road (Chelmsford Bypass and Slip Roads) Order 1984

Made - - - - 18*th January* 1984
Coming into Operation 16*th February* 1984

The Secretary of State for Transport makes this order in exercise of powers conferred by sections 10, 12, 41, 106 and 108 of the Highways Act 1980(a) and now vested in him (b), 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 and the 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 a 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

(a) 1980 c. 66.
(b) S.I. 1981/238.

later than the date on which the relevant route is opened for the purpose of through traffic.

4. The Secretary of State is authorised to construct the bridge specified in Schedule 3 to this order as part of the main new trunk road and, in connection with the construction of that bridge, to divert the part of the navigable watercourse specified in the said Schedule 3 and the towing path adjacent to that part in the manner shown in that Schedule.

5. In this order:—

(1) except in Schedule 3 to this order all measurements of distance are measured along the route of the relevant highway;

(2)	(i) "the deposited plan"	means the plan number HA 10/2EC87, marked "The A12 London-Great Yarmouth Trunk Road (Chelmsford Bypass and Slip Roads) Order 1984", signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, 43 Marsham Street, London SW1P 3PY;
	(ii) "the main new trunk road" and "the slip roads"	have the meanings given in Article 1 of this order;
	(iii) "the new trunk roads"	means the highways mentioned in Article 1 of this order and "a new trunk road" means one of those highways; and
	(iv) "the trunk road"	means the London-Great Yarmouth Trunk Road (A12).

6. This order shall come into operation on 16th February 1984 and may be cited as the A12 London-Great Yarmouth Trunk Road (Chelmsford Bypass and Slip Roads) Order 1984.

W. J. S. Batho,
Regional Director,
Eastern Region,
Department of Transport.

Signed by authority of
the Secretary of State
18th January 1984.

SCHEDULE No. 3

PLANS AND SPECIFICATIONS OF NEW BRIDGE OVER THE RIVER CHELMER DIVERSION SOUTHEAST OF SPRINGFIELD.

POINTS OF COMMENCEMENT AND TERMINATION

A point 266 metres southeastwards of the southeast corner of the pillbox on the eastside of Brookend Sewage Works cuts the centreline of the proposed road at the point of commencement of the bridge. A point 184 metres southeastwards on the southeast corner of the pillbox on the eastside of Brookend Sewage Works cuts the centreline 100 metres from the point of commencement and this is the point of termination.

CONSTRUCTION

Prestressed concrete or composite steel/concrete.

SPAN

3 clear spans:- 19·5 metres, 30 metres, 19·5 metres.

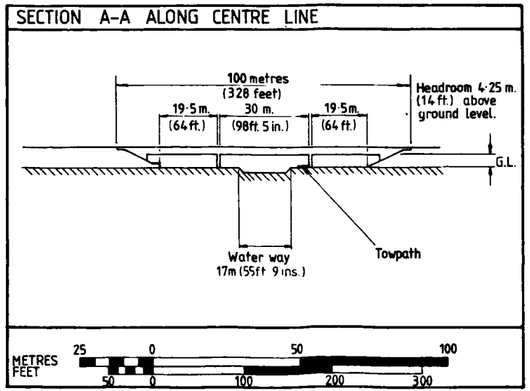
HEADROOM

4·25 metres above existing ground level.

WATERWAY

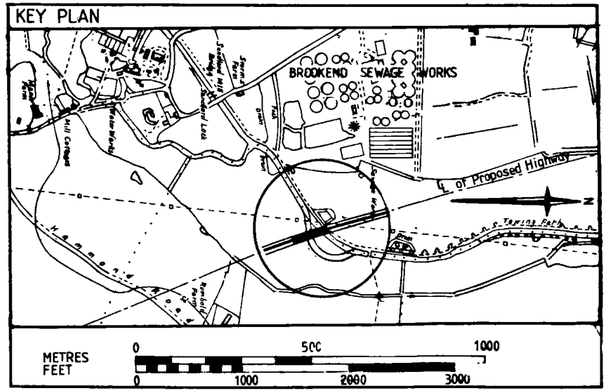
PLAN A

SECTION A–A ALONG CENTRE LINE



PLAN B

KEY PLAN



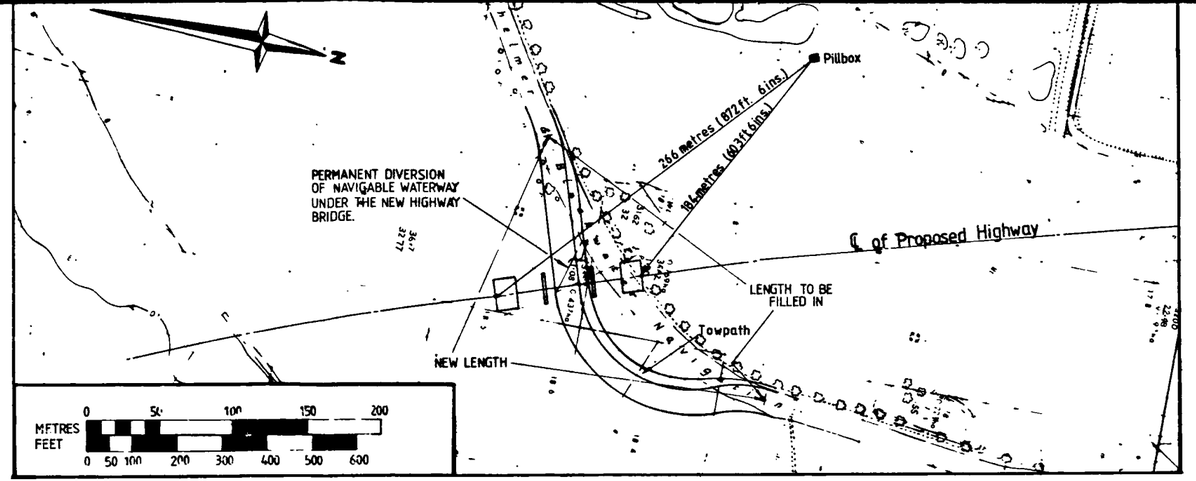
LOCATION PLAN C

1. Length of watercourse to be diverted

The length of watercourse to be diverted is the Chelmer and Blackwater Navigation between a point 575 metres (1886 ft.) in a north easterly direction from the centre of Sandford Mill Bridge measured along the water course and a further point 600 metres (1968 ft.) in the same direction. This length is shown in outline and is marked 'Length to be filled in' on the deposited plan.

2. New length of watercourse to be provided

The new length of watercourse to be provided is a length between the two points described above. It is shown in outline and marked 'New Length' on the deposited plan. The minimum surface width of the new length shall be 17 metres (55 ft. 9 ins.) and its minimum depth shall be 1·68 metres (5ft 6ins.) or not less than existing, throughout its entire length.



7. *Junction with the B1137 (Roman Road) at Boreham*

Two routes to connect the eastbound and westbound carriageways of the main new trunk road with the B1137 (Roman Road) at Boreham (the slip roads along these routes being given the reference numbers 17 and 18 on the deposited plan).

8. *Junction between the trunk road and the B1137 (Roman Road) at Boreham*

Two routes to connect the eastbound and westbound carriageways of the trunk road with the B1137 (Roman Road) by means of two roundabouts (as proposed to be constructed) at Boreham (the slip roads along these routes being given the reference numbers 19 and 20 on the deposited plan).

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SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route south of Chelmsford in the County of Essex, about 14.8 kilometers (9.25 miles) in length, starting at a point on the trunk road about 132 metres (144 yards) east-north east of the centre of Southlands Bridge at Margaretting, then bypassing Chelmsford to the south, passing to the south of Galleywood and Great Baddow, to the east of Sandon, and ending at a point on the trunk road at Boreham, about 315 metres (343 yards) north-east of the centre of Generals Lane Bridge.

SCHEDULE 2

The routes of the slip roads are the following:—

1. *Junction between the trunk road and the B1002 (Roman Road) at Webbs Farm*

A route to connect the eastbound carriageway of the trunk road with the existing eastbound entry slip road to the trunk road by means of a roundabout (as proposed to be constructed) (the slip road along this route being given the reference number 1 on the deposited plan).

2. *Junction between the B1002 (Roman Road) and the trunk road at Southlands Bridge*

A route to connect the westbound carriageway of the trunk road with the B1002 (as proposed to be improved) at Margaretting (the slip road along this route being given the reference number 2 on the deposited plan).

3. *Junction with the trunk road and the B1002 (Roman Road) at Southlands*

Two routes to connect the eastbound and westbound carriageways of the main new trunk road with the existing eastbound entry slip road to the trunk road and the existing westbound exit slip road of the trunk road by means of two roundabouts (as proposed to be constructed) at Margaretting (the slip roads along these routes being given the reference numbers 3 and 4 on the deposited plan).

4. *Junction with the B1007 (Stock Road) at Ladygrove*

Four routes to connect the eastbound and westbound carriageways of the main new trunk road with the B1007 (Stock Road) by means of two roundabouts (as proposed to be constructed) at Galleywood (the slip roads along these routes being given the reference numbers 5, 6, 7 and 8 on the deposited plan).

5. *Junction with the A130 (Southend Road) at Great Baddow*

Four routes to connect the westbound and eastbound carriageways of the main new trunk road with the A130 (Southend Road) by means of two roundabouts (as proposed to be constructed) at Gingerbread Hall Bridge (the slip roads along these routes being given the reference numbers 9, 10, 11 and 12 on the deposited plan).

6. *Junction with the A414 (Maldon Road) at Sandon*

Four routes to connect the westbound and eastbound carriageways of the main new trunk road with the A414 (Maldon Road) by means of two roundabouts (as proposed to be constructed) at Sandon (the slip roads along these routes being given the reference numbers 13, 14, 15, and 16 on the deposited plan).