

1977 No. 1952

HIGHWAYS, ENGLAND AND WALES

The A120 Colchester Eastern and Elmstead Market Bypasses
and Slip Roads Order 1977

Made - - - 25th November 1977

Coming into Operation 5th December 1977

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 7 and 44 of the Highways Act 1959(a), section 27 of the Local Government Act 1966(b) and section 68 of the Highways Act 1971 (c) and now vested in him (d), 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 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 later than the date on which the relevant route is opened for the purposes of through traffic.

(a) 1959 c. 25.

(b) 1966 c. 42.

(c) 1971 c. 41.

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

4. The lengths of trunk road described in Schedule 3 to this Order and shown by broad striped hatching on the deposited plan shall cease to be trunk roads and shall be classified as principal roads as from the date on which the Secretary of State notifies the County Council of Essex that the new trunk roads are open for through traffic.

5. In this Order:—

“the deposited plan”

means the plan folio numbered HA 7/2 EC 60, marked “The A120 Colchester Eastern and Elmstead Market Bypasses and Slip Roads Order 1977”, signed by authority of the Secretary of State and deposited at the Department of Transport, St. Christopher House, Southwark Street, London SE1, 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;

“principal road”

as a classification for a highway, means that the highway is a principal road for the purpose of advances under section 235 of the Highways Act 1959 and is also classified for the purpose of every enactment or instrument which refers to highways classified by the Secretary of State;

“the Trunk Road”

means the London—Great Yarmouth Trunk Road (A12).

6. This Order shall come into operation on the 5th December 1977 and may be cited as the A120 Colchester Eastern and Elmstead Market Bypasses and Slip Roads Order 1977.

Signed by authority of
the Secretary of State.

25th November 1977.

H. W. Marshall,

Regional Director,
Eastern Region of the
Department of Transport.

SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route, about 11.5 kilometres in length, starting at a junction with the Colchester Northern Bypass at a point about 850 metres north-west of the centre of Crown Interchange, then going generally south-eastwards passing between Great Bromley and Elmstead Market to connect with the Wix Bypass at a point about 110 metres south-west of the junction of Harwich Road (A604) and Park Road.

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:—

1. *Crown Interchange*

Four routes to connect the eastbound and westbound carriageways of the main new trunk road with the Crown Interchange (as proposed to be improved) (the new trunk roads along these routes being respectively given the reference numbers 1, 2, 3 and 4 on the deposited plan);

2. *Junction with the proposed A133 West Link Road at Boudge Hill Wood*

a. A route to connect the A133 West Link Road (as proposed to be constructed) with the eastbound carriageway of the main new trunk road (the new trunk road along this route being given the reference number 5 on the deposited plan).

b. A route to connect the westbound carriageway of the main new trunk road with the A133 West Link Road (as proposed to be constructed) (the new trunk road along this route being given the reference number 6 on the deposited plan).

3. *Junction with the proposed A133 East Link Road at Hare Green*

a. A route to connect the eastbound carriageway of the main new trunk road with the eastbound carriageway of the A133 East Link Road (as proposed to be constructed) (the new trunk road along this route being given the reference number 7 on the deposited plan).

b. A route to connect the westbound carriageway of the A133 East Link Road (as proposed to be constructed) with the westbound carriageway of the main new trunk road (the new trunk road along this route being given the reference number 8 on the deposited plan).

SCHEDULE 3

LENGTHS OF TRUNK ROADS CEASING TO BE TRUNK ROADS

The lengths of trunk roads ceasing to be trunk roads are shown by broad striped hatchings on the deposited plan and are as follows:—

1. that length of the northbound Slip Road of the Trunk Road (constructed pursuant to The London—Great Yarmouth Trunk Road (Colchester Northern Bypass) (Crown Interchange, Park Lane and Birchwood Slip Roads) Order 1971(a)) from the Crown Interchange generally north eastwards for about 530 metres;

2. that length of the southbound Slip Road of the Trunk Road (constructed pursuant to The London—Great Yarmouth Trunk Road (Colchester Northern Bypass) (Crown Interchange, Park Lane and Birchwood Slip Roads) Order 1971) from the Crown Interchange generally north eastwards for about 160 metres.

(a) SI 1971/1517