

---

STATUTORY INSTRUMENTS

---

**1998 No. 1734**

**HIGHWAYS, ENGLAND AND WALES**

**The A13 Trunk Road (Ironbridge to Canning Town Improvement, Trunk Road, Slip Roads and Bridges) Order 1998**

*Made* - - - - *2nd July 1998*  
*Coming into force* - - *30th July 1998*

(1)\*The Secretary of State for the Environment, Transport and the Regions makes this Order in exercise of powers conferred by sections 10, 41 and 106 of the Highways Act 1980(2), and now vested in him(3), and of all other powers enabling him in that behalf:—

1. This Order may be cited as the A13 Trunk Road (Ironbridge to Canning Town Improvement, Trunk Road, Slip Roads and Bridges) Order 1998 and shall come into force on 30th July 1998.

2. In this Order:

- (a) all measurements of distance are measured along the route of the relevant highway;
- (b) (i) “the main new roads” means the new highways which the Secretary of State proposes to construct as parts of the trunk road along the routes described in Schedule 1 to this Order and references to route (a), route (b) and route (c) are respectively references to routes described in paragraphs (a), (b) and (c) of that Schedule;
- (ii) “the new trunk roads” means the main new roads and the slip roads as referred to in site plan 1;
- (iii) “the plan” means the plan folio numbered LRO 64/77/2/01, comprising a Key Plan and three Site Plans respectively numbered 1–3 marked “The A13 Trunk Road (Ironbridge to Canning Town Improvement, Trunk Road, Slip Roads and Bridges) Order 1998”, signed by authority of the Secretary of State for the Environment, Transport and the Regions and deposited at the Highways Agency, St Christopher House, Southwark Street, London SE1 0TE;
- (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 roads with other highways at the places stated in that Schedule; and

---

(1) \*By virtue of The Secretary of State for the Environment, Transport and the Regions Order 1997 (S.I.1997/2971), all functions of the Secretary of State for Transport were transferred to the Secretary of State for the Environment, Transport and the Regions with effect from 26th January 1998.

(2) 1980 c. 66.

(3) S.I. 1997/2971.

(v) “the trunk road” means the A13 Trunk Road locally known as East India Dock Road and Newham Way.

3. The main roads 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.

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 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.

6. The Secretary of State is authorised to construct the bridges specified in Schedules 3 and 4 to this Order as part of those slip roads along the routes given the numbers 4 and 5 on the plan.

Signed by authority of the Secretary of State for the Environment, Transport and the Regions

2nd July 1998

*J P Boud*  
A Divisional Director in the Highways Agency

## SCHEDULE 1

### ROUTES OF THE MAIN NEW ROADS

The routes of the new main roads are:

- (a) a route at Ironbridge in the London Borough of Tower Hamlets, about 0.15 kilometres in length. It starts from a point 18 metres north-east of the junction of the trunk road A13 (East India Dock Road) with the centre line of Leamouth Road, then extends generally eastwards then north-eastwards to end at a point on the trunk road 13 metres north-east of the junction of the trunk road A13 (East India Dock Road) and the centre line of Lanrick Road (the trunk road along this route being given the reference number 1 on the plan);
- (b) a route at Ironbridge in the London Borough of Tower Hamlets, about 0.25 kilometres in length. It starts from a point 7 metres south-west of the south-western boundary of the private access road to Ironbridge Wharf (disused) and the electricity pylon terminal tower on the south-east side of the trunk road. It then extends generally south-westwards to end at a point on the trunk road 16 metres south-west of the junction of the trunk road A13 (East India Dock Road) and the centre line of Leamouth Road (the trunk road along this route being given the reference number 2 on the plan); and
- (c) a route at Canning Town in the London Borough of Newham, about 0.41 kilometres in length. It starts from a point 17 metres south-west of the south-western corner of the property known as the Bridge House Hotel, 23 Barking Road, then extends north-eastwards to end at a point 23 metres south-west of the south-eastern corner of properties known as Thomas North Terrace (adjacent to Rathbone Market) (the new trunk road along this route being given the reference number 3 on the plan).

## SCHEDULE 2

### ROUTES OF THE SLIP ROADS

The routes of the slip roads are as follows:

#### *Junction of the trunk road A13 East India Dock Road with Lanrick Road*

(1) A route to connect the trunk road (including the route (a)) with Stephenson Street and a new highway which the Secretary of State proposes to construct which will provide a link to the Canning Town Roundabout (the slip road along this route being given the number 4 on the plan).

(2) A route to extend the existing south-westward entry slip road from Canning Town Roundabout to connect with route (b) (the slip road along this route being given the number 5 on the plan).

#### *Leamouth Road Connection*

(3) A route to connect route (b) with Leamouth Road (the slip road along this route being given the number 6 on the plan).

(4) A route to connect the Canning Town Roundabout with the north-eastward carriageway of the trunk road south-east of Rathbone Market (the slip road along this route being given the number 7 on the plan).

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

### **SCHEDULE 3**

#### **REFERENCE AND SPECIFICATIONS OF THE PROPOSED NORTH BRIDGE OVER THE RIVER LEA (OR LEE), BOW CREEK IN THE VICINITY OF THE TRUNK ROAD IN THE LONDON BOROUGHS OF TOWER HAMLETS AND NEWHAM**

#### **SPECIFICATION**

##### **Points of commencement and termination**

**FROM** a point approximately 76 metres west of the centre line of the west abutment of the existing bridge carrying the A13 over the River Lea (Bow Creek) to a point approximately 90 metres north-east of the centre line of the east abutment of the existing bridge carrying the A13 over the River Lea (Bow Creek).

##### **Span**

Part of one span of 65 metres measured square to the river.

##### **Headroom**

Not less than 4.49 metres above normal water level which is 8.30 metres above Ordnance Datum Newlyn to be maintained for the full width of the proposed bridge.

##### **Width**

The maximum width of the bridge is 12.3 metres.

##### **Waterway**

A navigation channel 27 metres wide will be maintained at water level.

##### **Plan of Bridge**

**Elevation square to navigational channel**

### **SCHEDULE 4**

#### **REFERENCE AND SPECIFICATIONS OF THE PROPOSED SOUTH BRIDGE OVER THE RIVER LEE (OR LEA), BOW CREEK IN THE VICINITY OF THE TRUNK ROAD IN THE LONDON BOROUGHS OF TOWER HAMLETS AND NEWHAM**

#### **SPECIFICATION**

##### **Points of commencement and termination**

**FROM** a point approximately 41 metres south-east of the centre line of the east abutment of the existing bridge carrying the A13 over the River Lea (Bow Creek) to a point approximately 62 metres south-west of the centre line of the west abutment of the existing bridge carrying the A13 over the River Lea (Bow Creek).

### **Span**

Part of one span of 70 metres measured square to the river.

### **Headroom**

Not less than 4.49 metres above normal water level which is 8.30 metres above Ordnance Datum Newlyn to be maintained for the full width of the proposed bridge.

### **Width**

The maximum width of the bridge is 12.3 metres.

### **Waterway**

A navigation channel 27 metres wide will be maintained at water level.

### **Plan of bridge**

#### **Elevation square to navigational channel**