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STATUTORY INSTRUMENTS

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1983 No. 662

HIGHWAYS, ENGLAND AND WALES

**The Felixstowe-Weedon Trunk Road  
(Ipswich Bypass Western Section and Slip Roads) Order 1983**

*Made* - - - 27th April, 1983

*Coming into Operation* 20th May, 1983

The Secretary of State for Transport makes this order in exercise of powers conferred by sections 10 and 41 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 bypass”); and
  - (b) along the routes described in Schedule 2 to this order which connect the bypass 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 purpose of through traffic.

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(a) 1980 c.66.

(b) S.I. 1981/238.

4. In this order:—

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

(2) (i) “the deposited plan” means the plan numbered HA 10/2 EC91, marked “The Felixstowe-Weedon Trunk Road (Ipswich Bypass Western Section and Slip Roads) Order 1983”, signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, Marsham Street, London SW1P 3PY;

(ii) “the bypass” 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

(iv) “the trunk road” means the Felixstowe-Weedon Trunk Road (A45).

5. This order shall come into operation on 20th May 1983 and may be cited as the Felixstowe-Weedon Trunk Road (Ipswich Bypass Western Section and Slip Roads) Order 1983.

Signed by authority of  
the Secretary of State

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

27th April, 1983.

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SCHEDULE 1

ROUTE OF THE BYPASS

The route of the bypass is a route to the west of Ipswich in the County of Suffolk, about 7.02 kilometres (4.38 miles) in length, starting at a point on the trunk road approximately 800 metres (874 yards) south-east of Claydon Roundabout, proceeding in a southerly direction to a point on the southern boundary of the London-Great Yarmouth Trunk Road (A12) about 395 metres north of Whight's Corner.

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SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:—

(1) Junction with proposed new roundabout and highway leading to the trunk road near its junction with White House Road at Whitton.

Five routes to connect the bypass with a roundabout to be constructed as part of a link to the trunk road at Whitton (the new slip roads along these routes being given the reference numbers 1, 2, 3, 4 and 5 on the deposited plan).

(2) Junction with proposed roundabout east of Copdock Mill at Belstead.

Two routes to connect the bypass with a roundabout to be constructed east of Copdock Mill as part of the Ipswich Bypass (to enable links with the A12 trunk road) (the new slip roads along these routes being given the reference numbers 6 and 7 on the deposited plan).

Printed in the UK for HMSO  
850 BM956846 H19 C9 5/83

ISBN 0 11 036662 X