
STATUTORY INSTRUMENTS

1988 No. 921

HIGHWAYS, ENGLAND AND WALES

**The (A696) Newcastle-Edinburgh Trunk Road
(Woolsington Bypass and Slip Roads) Order 1988**

Made - - - - *13th May 1988*
Coming into force - - *16th June 1988*

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 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 force.

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.

4. In this Order —

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

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

Status: This is the original version (as it was originally made).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

- (i) “the deposited plan” means the plan folio numbered HA 10/2-/N210 marked “The (A696) Newcastle-Edinburgh Trunk Road (Woolsington Bypass and Slip Roads) Order 1988”, containing one map numbered 1, 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 new trunk roads” means the main new trunk road and the slip roads and “a new trunk road” means one of those highways; and
- (iii) “the Trunk Road” means the (A696) Newcastle-Edinburgh Trunk Road.

5. This Order shall come into force on 16th June 1988 and may be cited as the (A696) Newcastle-Edinburgh Trunk Road (Woolsington Bypass and Slip Roads) Order 1988.

Signed by authority of the Secretary of State

13th May 1988

J. A. Owen
Regional Director Northern Region
Department of Transport

SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route at Woolsington in the Borough of Castle Morpeth and the City of Newcastle upon Tyne in the Counties of Northumberland and Tyne and Wear about 5.1 kilometres in length starting at a point (marked “A” on the map numbered 1 in the deposited plan) on the northern side of the Prestwick Road Roundabout, going in a south easterly direction to the entrance to Newcastle Airport (where it forms an at-grade roundabout), crossing Black Callerton Lane (where it forms a grade separated dumb-bell interchange) then going on to cross Station Road (where it forms a grade separated dumb-bell interchange), continuing south easterly to terminate at the proposed Newcastle Western Bypass Ponteland Road Interchange near Kenton Bank Top (marked “B” on the map numbered 1 in the deposited plan).

SCHEDULE 2

ROUTES OF THE SLIP ROADS

The routes of the slip roads are the following:

Junction with Black Callerton Lane (C106) at Woolsington, Newcastle upon Tyne

1. Two routes to connect the southbound carriageway of the main new trunk road with a roundabout to be constructed to form part of Black Callerton Lane (C106) at Woolsington, Newcastle upon Tyne on the east of the main new trunk road (given, respectively, the reference numbers 1 and 2 on Map No. 1 in the deposited plan).
2. Two routes to connect the northbound carriageway of the main new trunk road with a roundabout to be constructed to form part of Black Callerton Lane (C106) at Woolsington, Newcastle upon Tyne on the west of the main new trunk road (given, respectively, the reference numbers 3 and 4 on Map No. 1 in the deposited plan).

Junction with Station Road (C107) at Kenton Bank Foot, Newcastle upon Tyne

3. Two routes to connect the southbound carriageway of the main new trunk road with a roundabout to be constructed to form part of Station Road (C107) at Kenton Bank Foot, Newcastle upon Tyne on the east of the main new trunk road (given, respectively, the reference numbers 5 and 6 on Map No. 1 in the deposited plan).
4. Two routes to connect the northbound carriageway of the main new trunk road with a roundabout to be constructed to form part of Station Road (C107) at Kenton Bank Foot, Newcastle upon Tyne on the west of the main new trunk road (given, respectively, the reference numbers 7 and 8 on Map No. 1 in the deposited plan).