

**2013 No. 1485**

**ROAD TRAFFIC**

**The A500 Trunk Road (Hanchurch to North of A53 Etruria Roundabout) (40 and 50 Miles Per Hour Speed Limit and Derestriction) Order 2013**

*Made* - - - - *3rd June 2013*  
*Coming into force* - - *17th June 2013*

The Secretary of State for Transport, in exercise of the powers conferred by Section 82(2), 83(1), 84(1)(a) and (2) of, and paragraph 27(1) of Schedule 9 to, the Road Traffic Regulation Act 1984(a), hereby makes the following Order:

1. This Order may be cited as The A500 Trunk Road (Hanchurch to North of A53 Etruria Roundabout) (40 and 50 miles per hour Speed Limit and Derestriction) Order 2013 and shall come into force on 17th June 2013.
2. In this Order:

"the trunk road" means the northbound and southbound carriageways of the A500 Trunk Road in the City of Stoke-on-Trent and in the County of Staffordshire, from its roundabout junction with the A519 and the slip roads leading to and from the M6 at Junction 15, to a point 560 metres north of the northern overbridge at the roundabout junction of the A53 Etruria Road and the slip roads leading to and from the A500;

"link road" means a road adjacent and parallel to the A500 but separated from it by raised kerbing;

"the first link road" means a length of the northbound link road connecting City Road and Stoke Road, from a point 24 metres north of the centreline of City Road to a point 121 metres south of the centreline of Stoke Road;

"the second link road" means a length of the southbound link road connecting Stoke Road and City Road, from a point 34 metres south of the centreline of Stoke Road to a point 25 metres north of the centreline of City Road;

"the first connecting road" means the road leading from the first link road to the northbound carriageway of the A500;

"the second connecting road" means the road leading from the second link road to the southbound carriageway of the A500; and

"a slip road" means any slip road specified in the Schedule to this Order.

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(a) 1984 c.27 section 84(1) was substituted by the Road Traffic Act 1991 (c.40), section 45(2), and section 84(2) was substituted by the New Roads and Street Works Act 1991(c.22), section 168 and Schedule 8, paragraph 61. [DFT ]

3. No person shall cause or permit any motor vehicle to be driven at a speed exceeding 40 miles per hour in the first link road, the second link road, the first connecting road or the second connecting road.
4. No person shall cause or permit any motor vehicle to be driven at a speed exceeding 50 miles per hour in the trunk road or a slip road.
5. The circulatory carriageway at the roundabout junction of the A500, the A519 and the slip roads leading to and from the M6 at Junction 15 shall cease to be a restricted road for the purposes of Section 81 of the Road Traffic Regulation Act 1984.
6. The City of Stoke-on-Trent (D Road Etruria to Hanford) (50 mph Speed Limit) Order 1976, as amended by the City of Stoke-on-Trent (City of Stoke-on-Trent (D Road Etruria to Hanford) (50 mph Speed Limit) Order 1976) Amendment Order 1989, are hereby revoked.
7. The Trunk Road (A500 Hanford – North of Hanchurch) (50 MPH Speed Limit) Order 1989(a) is hereby revoked.
8. The A50 and A500 Trunk Roads (Queensway to Normacot Road) (50 Miles Per Hour Speed Limit) Order 1997(b) is hereby varied by deleting the lengths of the A500 Trunk Road specified in the schedule to that order.
9. Any other order under the Road Traffic Regulation Act 1984 or any enactment replaced by that Act which imposed a speed limit of 50 miles per hour on any of the slip roads specified in article 4 of this order is amended by excluding any reference to those slip roads.

Signed by authority of the Secretary of State

*Victoria Bennett*  
A Team Leader  
in the Highways Agency

3rd June 2013

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(a) S.I. 1989/1274  
(b) S.I. 1997/2020

**A500 Slip Roads subject to a 50 miles per hour speed limit –****A500/A34 Junction**

1. the slip road leading from the northbound carriageway of the A500 to its roundabout junction with the A34 Stone Road;
2. the slip road leading to the northbound carriageway of the A500 from its roundabout junction with the A34 Stone Road;
3. the slip road leading from the southbound carriageway of the A500 to its roundabout junction with the A34 Stone Road;
4. the slip road leading to the southbound carriageway of the A500 from its roundabout junction with the A34 Stone Road;

**A500/A5006/A50 Junction**

5. a length of the slip road leading from the slip road described in 7) below to its junction with the A5006, from its junction with that slip road to a point 44 metres southwest of the centreline of its junction with the A5006;
6. a length of the slip road leading to the slip road described in 10) below from its roundabout junction with the A5006, from a point 103 metres west of the centrepoint of its roundabout junction with the A5006 to its junction with the slip road described in 10) below;
7. a length of the slip road leading from the northbound carriageway of the A500 to its roundabout junction with the A50, from its junction with the A500 northbound carriageway to a point 156 metres southeast of its junction with that roundabout;
8. a length of the slip road leading to the northbound carriageway of the A500 from its roundabout junction with the A50, from a point 63 metres north of its junction with that roundabout to its junction with the A500 northbound carriageway;
9. a length of the slip road leading from the southbound carriageway of the A500 to its roundabout junction with the A50, from its junction with the southbound carriageway of the A500 to a point 155 metres north of its junction with that roundabout;
10. a length of the slip road leading to the southbound carriageway of the A500 from its roundabout junction with the A50, from a point 75 metres southwest of its junction with that roundabout to its junction with the A500 southbound carriageway;

**A500/A52 City Road Junction**

11. a length of the slip road leading from the northbound carriageway of the A500 to City Road, from its junction with the A500 northbound carriageway to a point 132 metres south of the centreline of Whieldon Road underbridge;
12. a length of the slip road leading to the southbound carriageway of the A500 from City Road, from a point 349 metres south of the centreline of its junction with City Road to its junction with the A500 southbound carriageway;

**A500/A5006 Stoke Road Junction**

13. a length of the slip road leading to the northbound carriageway of the A500 from Stoke Road, from a point 246 metres northwest of the centreline of Stoke Road to its junction with the A500 northbound carriageway;
14. a length of the slip road leading from the southbound carriageway of the A500 to Stoke Road, from its junction with the southbound carriageway of the A500 to a point 216 metres northwest of the centreline of Stoke Road;

#### **A500/B5405 Shelton New Road Junction**

15. a length of the slip road leading from the northbound carriageway of the A500 to Shelton New Road, from its junction with the A500 northbound carriageway to a point 326 metres southeast of the centreline of Shelton New Road;
16. a length of the slip road leading to the southbound carriageway of the A500 from Shelton New Road, from a point 99 metres south of the centreline of Shelton New Road to its junction with the A500 southbound carriageway;

#### **A500/A53 Etruria Road Junction**

17. the slip road leading from the northbound carriageway of the A500 to its roundabout junction with the A53 Etruria Road;
18. the slip road leading to the northbound carriageway of the A500 from its roundabout junction with the A53 Etruria Road;
19. the slip road leading from the southbound carriageway of the A500 to its roundabout junction with the A53 Etruria Road, and
20. the slip road leading to the southbound carriageway of the A500 from its roundabout junction with the A53 Etruria Road.