

**2003 No. 1601**

**HIGHWAYS, ENGLAND**

**The A500 Trunk Road (Stoke Pathfinder Project) and  
Slip Roads Order 2003**

*Made* - - - - - *18th June 2003*

*Coming into force* - - - *3rd July 2003*

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 41 of the Highways Act 1980<sup>(a)</sup> and now vested in him<sup>(b)</sup>, and of all other powers enabling him in that behalf:—

1. This Order may be cited as the A500 Trunk Road (Stoke Pathfinder Project) and Slip Roads Order 2003 and shall come into force on 3rd July 2003.

2. In this Order—

- (1) all measurements of distance are measured along the route of the relevant highway;
- (2)(i) “the main new road” means the new highway which the Secretary of State proposes to construct along the route described in Schedule 1 to this Order;
- (ii) “the new trunk roads” means the main new road and the slip roads;
- (iii) “the plan” means the plan marked “The A500 Trunk Road (Stoke Pathfinder Project) and Slip Roads Order 2003” comprised in plan Folio numbered HA/14/0D/381. signed by authority of the Secretary of State for Transport and deposited at DfT Records Management Branch, Ashdown House, St Leonards on Sea, Hastings, East Sussex TN37 7GA; and
- (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 connect the main new road with other highways or proposed highways at the places stated in that Schedule.

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<sup>(a)</sup> 1980 c. 66.  
<sup>(b)</sup> S.I. 1981/238.

3. The main new road 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 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 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.

Signed by authority of the Secretary of State for Transport

18th June 2003

*Graham Bowskill*  
A Divisional Director  
Highways Agency

## SCHEDULE 1

### ROUTE OF THE MAIN NEW ROAD

The route of the main new road is about 3.20 kilometres in length, from a point on the south side of the Shelton New Road Overbridge (marked A on the plan) to a point on the north side of the A50 Interchange north overbridge (marked B on the plan) in the City of Stoke on Trent.

## SCHEDULE 2

### ROUTES OF THE SLIP ROADS

The routes of the slip roads are as follows:—

(1) A route to connect the main new road with the existing Southbound on-slip road from Shelton New Road on the east side of the main new road (being given number 1 on the plan).

(2) A route to connect the main new road with the existing northbound off-slip road to Shelton New Road on the west side of the main new road (being given number 2 on the plan).

(3) A route to connect the main new road with Stoke Road on the east side of the main new road (being given number 3 on the plan).

(4) A route to connect the main new road with the Shelton Old Road on the west side of the main new road (being given number 4 on the plan).

(5) A route to connect Stoke Road with City Road on the east side of the main new road (being given number 5 on the plan).

(6) A route to connect Church Street with Shelton Old Road on the west side of the main new road (being given number 6 on the plan).

(7) A route to connect route number 6 with Liverpool Road on the west side of the main new road (being given number 7 on the plan).

(8) A route (being given number 8 on the plan) to connect route number 5 with the main new road on its east side.

(9) A route (being given number 9 on the plan) to connect route number 6 with the main new road on its west side.

(10) A route to connect City Road to the main new road on the east side of the main new road (being given number 10 on the plan).

(11) A route to connect the main new road with Church Street on the west side of the main new road (being given number 11 on the plan).

(12) A route (being given number 12 on the plan) to connect route number 10 with Whieldon Road on the east side of the main new road.

(13) A route to connect the main new road with the existing southbound off-slip road to the A50 Interchange on the east side of the main new road (being given number 13 on the plan).

(14) A route to connect the main new road with the existing northbound on-slip road from the A50 Interchange on the west side of the main new road (being given number 14 on the plan).

(15) A route (being given the number 15 on the plan) to connect route number 12 with Whieldon Road on the east side of the main new road.

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