


Order:	Comments:
<p><b>The A120 Trunk Road (Hare Green to Horsley Cross, Essex) (50 Miles Per Hour Speed Limit) Order 2014</b></p> <p><a href="http://www.legislation.gov.uk/uksi/2014/3439/contents/made">http://www.legislation.gov.uk/uksi/2014/3439/contents/made</a></p>	<p>Previous speed limit – National (60 &amp; 70mph on single and dual carriageway)</p> <p>Implemented as an interim measure to address safety concerns related to traffic using central reserve gaps along the section joining the mainline carriageway.</p>
<p><b>The A11 Trunk Road (Barton Mills, Suffolk) (50 Miles Per Hour Speed Limit) Order 2014</b></p> <p><a href="http://www.legislation.gov.uk/uksi/2014/2198/contents/made">http://www.legislation.gov.uk/uksi/2014/2198/contents/made</a></p>	<p>Previous speed limit – 50mph</p> <p>Remake of the original speed limit order to re-establish its new extents following the construction of the A11 Fiveways to Thetford scheme.</p>
<p><b>The A1 Trunk Road (Southoe to Buckden, Cambridgeshire) (60 Miles Per Hour Speed Limit) Order 2014</b></p> <p><a href="http://www.legislation.gov.uk/uksi/2014/726/contents/made">http://www.legislation.gov.uk/uksi/2014/726/contents/made</a></p>	<p>Previous speed limit – National (70mph)</p> <p>Implemented to address safety issues related to the alignment of bends along this section of the A1.</p>
<p><b>The A35 Trunk Road (30 and 40 Miles Per Hour Speed Limits) Order 1998 (Variation) Order 2014</b></p> <p><a href="http://www.legislation.gov.uk/uksi/2014/2148/contents/made">http://www.legislation.gov.uk/uksi/2014/2148/contents/made</a></p>	<p>Previous and new speed limits:</p> <ul style="list-style-type: none"> <li>Schedule 2 - 40mph to 30mph (2m westwards)</li> <li>Schedule 2 – 40 mph to 30 mph (1m eastwards)</li> <li>Schedule 3(a) – 30mph to 40mph (2m westwards)</li> <li>Schedule 3(a) – 60mph to 40mph (3m westwards)</li> <li>Schedule 3(b) – 30mph to 40mph (1m eastwards)</li> <li>Schedule 3(b) – 40mph to 60mph (3m westwards)</li> </ul> <p>Rectifies inaccuracies between the measurements</p>

	<p>stated in a previous Order and the actual locations of the Speed limit signs.</p>
<p><b>The A30 Trunk Road (M5 Junction 29 to Sowton Lane) (40 and 50 mph Speed Limit) and (Revocation) Order 2013</b></p> <p><a href="http://www.legislation.gov.uk/uksi/2013/1650/contents/made">http://www.legislation.gov.uk/uksi/2013/1650/contents/made</a></p>	<p>This order revoked the previous order then re-instated some of the original speed limit on some of the lengths</p> <p>The final 17m of the left turn lane on M5 J 29 exit slip road was 70mph (motorway limit) and is now 40mph.</p> <p>The carriageways forming the A30 interchange were all new highway – 40 mph.</p> <p>A30 eastbound – 200m was 40 and remains 40 mph but was extended by 180m therefore – 180m was 60mph (national unrestricted) now 40mph.</p> <p>A30 westbound, approx 190m was 60mph (national unrestricted) now 50mph and approx 1120m was 40mph but now reduced to 692m and remains 40mph and approx 430m was 40 and is now 50mph</p>
<p><b>The A595 Trunk Road (Egremont) (40 Miles Per Hour Speed Limit) Order 2014</b></p> <p><a href="http://www.legislation.gov.uk/uksi/2014/1041/contents/made">http://www.legislation.gov.uk/uksi/2014/1041/contents/made</a></p>	<p>Previous speed limit - 50mph</p> <p>Following the upgrade of the existing uncontrolled crossing point linking Egremont Cemetery to the remainder of the town, to a Toucan Crossing facility, the speed limit on the link on which the crossing falls, was reduced from 50mph to 40mph. The changes were considered necessary to improve compliance with the traffic signals and safety at the crossing.</p>


<p><b>The A483 Trunk Road (Wrexham Road, Eccleston, Chester) (50 Miles Per Hour Speed Limit) Order 2014</b></p> <p><a href="http://www.legislation.gov.uk/ukxi/2014/2819/contents/made">http://www.legislation.gov.uk/ukxi/2014/2819/contents/made</a></p>	<p>Previous speed limit – National (70mph)</p> <p>The reduced speed limit addresses problems with congestion that results in significant queues and delays, particularly at peak times. The revised speed limit is a necessary safety measure to enable drivers to negotiate the new road layout safely and help drivers react promptly to any traffic queueing back at the signals.</p>
<p><b>The A57 (Denton Roundabout)</b> Awaiting Statutory Instrument number</p>  <p>Unsigned Order.pdf</p>	<p>Previous speed limit – M67 National (70mph). A57 was 40mph (Tameside Council)</p> <p>The speed limit covers the whole length of the newly created A57 Trunk Road westbound carriageway. This section was formerly the last 112 metres of the M67 and the A57 Manchester Road South on the westbound approach to the M60 Junction 24 Denton Roundabout. This change is required to enable the Pinch Point scheme, aimed at reducing the congestion that occurs on this link, to be undertaken. Tameside MBC have amended their existing 40mph speed limit order on the A57 Manchester Road South to cover the revised shortened length, up to the start of the trunk road. As a result, the section of the trunk road requires a new permanent speed limit restriction to be created. The scheme also includes the construction of two new</p>

	<p>left turn dedicated links at M60 Junction 24 and a 40mph speed limit will also be imposed on these links to tie in with the existing speed limits.</p>
<p><b>The A33 and the A34 Trunk Roads (Kings Worthy – Easton Lane Interchange) (50 and 60 Miles Per Hour Speed Limits) Order 2013</b></p> <p><a href="http://www.legislation.gov.uk/uksi/2013/2636/contents/made">http://www.legislation.gov.uk/uksi/2013/2636/contents/made</a></p>	<p>Previous speed limit – 60mph</p> <p>An additional lane has been provided on the southern over bridge to improve capacity. The speed limit was introduced to optimise lane width and capacity by encouraging good lane discipline, to control speeds prior to the traffic signals and to prevent high speed lane change manoeuvres.</p>
<p><b>The A33 and the A34 Trunk Roads (Kings Worthy – Easton Lane Interchange) (50 and 60 Miles Per Hour Speed Limits) Order 2013</b></p> <p><a href="http://www.legislation.gov.uk/uksi/2013/2636/contents/made">http://www.legislation.gov.uk/uksi/2013/2636/contents/made</a></p>	<p>Previous speed limit – 50mph /60mph</p> <p>The speed limit was introduced to optimise lane width and capacity by encouraging good lane discipline, to control speeds prior to the traffic signals and to prevent high speed lane change manoeuvres, and to ensure a safe and gradual change in speed from the circulatory carriageway of the Easton Lane roundabout and the northbound carriageway of the A34.</p>
<p><b>The A2070 Trunk Road (Park Farm Roundabout) (50 Miles Per Hour Speed Limit) Order 2014</b> (Undertaken by a third party - section 278 developer scheme)</p> <p><a href="http://www.legislation.gov.uk/uksi/2014/1722/contents/made">http://www.legislation.gov.uk/uksi/2014/1722/contents/made</a></p>	<p>Previous speed limit – National (60mph)</p> <p>The transition point from 60 to 50 mph was moved 200 metres to facilitate the installation of a new Toucan Crossing.</p>
	<p>Previous speed limit – National (70mph)</p>

<p><b>The A13 Trunk Road (Wennington Interchange – Stifford Interchange) (50 Miles Per Hour Speed Limit) Order 2014</b></p> <p><a href="http://www.legislation.gov.uk/uksi/2014/3553/contents/made">http://www.legislation.gov.uk/uksi/2014/3553/contents/made</a></p>	<p>The 50mph speed limit was introduced on the A13 to improve safety, as part of the M25/A13 Junction 30 Congestion Relieving Scheme.</p>
<p><b>The A38 Trunk Road (Hilliard’s Cross to Branston Interchange, Staffordshire) (30 and 60 Miles Per Hour Speed Limit and Derestriction) Order 2014</b></p> <p><a href="http://www.legislation.gov.uk/uksi/2014/1034/contents/made">http://www.legislation.gov.uk/uksi/2014/1034/contents/made</a></p>	<p>Previous speed limit – National 70mph</p> <p>The road had a poor accident record; the order was made to improve safety.</p>
<p><b>The A483 Trunk Road (Llynclys Crossroads, Oswestry, Shropshire) (40 Miles Per Hour Speed Limit) Order 2013</b></p> <p><a href="http://www.legislation.gov.uk/uksi/2013/2866/contents/made">http://www.legislation.gov.uk/uksi/2013/2866/contents/made</a></p>	<p>Previous speed limit - National 60mph</p> <p>Order was made due to safety issues at cross roads.</p>
<p><b>The A500 Trunk Road (Hanchurch to North of A53 Etruria Roundabout) (40 and 50 Miles Per Hour Speed Limit and Derestriction) Order 2013</b></p> <p><a href="http://www.legislation.gov.uk/uksi/2013/1485/contents/made">http://www.legislation.gov.uk/uksi/2013/1485/contents/made</a></p>	<p>Previous speed limit – 30, 60 &amp; 70mph Extension of 50 mph limit.</p> <p>Order was made after a review of speed limits, following an improvement scheme which created a new road layout and consolidation of existing speed limits, to combine all into one order</p>
<p><b>The A453 and A50 Trunk Roads (M1 Junction 24, Kegworth, Leicestershire) (40 and 50 Miles Per Hour Speed Limit and Derestriction) Order 2015</b></p> <p>Awaiting Statutory Instrument number</p>	<p>Previous speed limit - National (70mph) and 50mph.</p> <p>The new order was made as part of M1 J24/ A50 Approach Economy scheme, a reduction to 50mph on the circulatory carriageway at the junction and to 40mph on the A50 eastbound and new ‘cut through’</p>



A453\_A50.pdf

 A453_A50.pdf	link road.
<b>The A49 Trunk Road (Bromfield, Shropshire) (50 Miles Per Hour Speed Limit) Order 2014</b> <a href="http://www.legislation.gov.uk/uksi/2014/3018/contents/made">http://www.legislation.gov.uk/uksi/2014/3018/contents/made</a>	Previous speed limit – National 60mph  The junction had a poor accident record, the order was made to improve safety..
<b>The A57 Trunk Road (Hyde Road and Mottram Roundabout) (30 Miles Per Hour and 40 Miles Per Hour Speed Restriction) Order 2013</b> <a href="http://www.legislation.gov.uk/uksi/2013/2183/contents/made">http://www.legislation.gov.uk/uksi/2013/2183/contents/made</a>	Previous speed limit - 60mph  The speed limit was reduced in the interests of road safety and to tie in with the local road network.
The A61 Trunk Road (Westwood Roundabout to Tankersley Roundabout) (50 Miles Per Hour Speed Restriction) Order 2013 <a href="http://www.legislation.gov.uk/uksi/2013/1680/contents/made">http://www.legislation.gov.uk/uksi/2013/1680/contents/made</a>	Previous speed limit - 60mph  The order was made to improve safety, as a solution to the existing accident problem on this route.