

2010 No. 2810

ROAD TRAFFIC

**The M53 Motorway (Junctions 10-8 Northbound and
Southbound Carriageways and Slip Roads)
(Temporary Prohibition of Traffic) (No 2) Order 2010**

Made - - - - *16 November 2010*

Coming into force - - *5 December 2010*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M53 Motorway and slip roads, is satisfied that traffic on sections of that motorway and on four of those slip roads in Cheshire West and Chester should be prohibited because works are proposed to be executed thereon:

NOW, THEREFORE, the Secretary of State, in exercise of the powers conferred by section 14 (1)(a) of the Road Traffic Regulation Act 1984 (a), hereby makes the following Order:-

1. This Order may be cited as the M53 Motorway (Junctions 10-8 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition of Traffic) (No 2) Order 2010 and shall come into force on 5 December 2010.

2. In this Order;

“the motorway” means the M53 Motorway;

“the tip of the nosing of the exit slip road” means the last point where the slip road leaves the carriageway of the motorway;

“the tip of the nosing of the entry slip road” means the first point where the slip road joins the carriageway of the motorway;

“works” means resurfacing, road marking, loop cutting and bridge joint replacement works on the motorway;

“the works period” means periods overnight between 2200 hours and 0500 hours during the following periods:

- i. starting on Monday 6 December 2010 and ending on Friday 24 December 2010;
and
- ii. starting on Tuesday 4 January 2011 and ending on Sunday 9 January 2011.

(a) 1984 c.27; a new section 14 was substituted by the Road Traffic (Temporary Restrictions Act) 1991 (c.26), section 1(1) and Schedule 1

However, work may start and continue between the same times on subsequent nights or continue overnight until completed, for such period not exceeding 18 months as shall be required to complete the works;

“the first length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 9 to the tip of the nosing of the entry slip road at Junction 8;

“the second length of carriageway” means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 8 to the tip of the nosing of the entry slip road at Junction 9;

“the third length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 10 to the tip of the nosing of the entry slip road at Junction 9;

“the fourth length of carriageway” means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 9 to the tip of the nosing of the entry slip road at Junction 10;

“the first slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 10;

“the second slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 9;

“the third slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 8;

“the fourth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 9;

3. Subject as mentioned in article 4 of this Order, during the works period, no person shall cause or permit any vehicle to enter or proceed in the first, second, third and fourth lengths of carriageway or the first, second, third and fourth slip roads.

4. The provisions of article 3 of this Order shall apply only at such times and to such extent as shall from time to time be indicated by traffic signs and shall not apply to any vehicle being used for emergency purposes by the police, fire and rescue or ambulance services, vehicles being used in connection with the works, or by traffic officers, or to any vehicle proceeding at the direction, or with the permission, of a constable, or a traffic officer in uniform.

Signed by authority of the Secretary of State for Transport

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