

2012 No. 1306

ROAD TRAFFIC

**The M56 Motorway (Junctions 12-15) and the M53 Motorway
(Junction 11) Carriageway, Link and Slip Roads (Temporary
Prohibition and Restriction of Traffic) Order 2012**

Made - - - -

8th May 2012

Coming into force - -

27th May 2012

WHEREAS the Secretary of State for Transport, being the traffic authority for the M56 and M53 Motorways and their slip roads and link roads, is satisfied that traffic on sections of the M56 Motorway, on eight of those slip roads and on four of those link roads in Cheshire West and Chester and the District of Halton should be prohibited and restricted 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) and (7) of the Road Traffic Regulation Act 1984(a) hereby makes the following Order:-

1. This Order may be cited as the M56 Motorway (Junctions 12-15) and the M53 Motorway (Junction 11) Carriageway, Link and Slip Roads (Temporary Prohibition and Restriction of Traffic) Order 2012 and shall come into force on 27th May 2012.

2. In this Order:

“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;

“the first length of carriageway” means the eastbound carriageway of the M56 Motorway from the start of the motorway to a point 500 metres east of the tip of the nosing of the entry slip road at Junction 12;

“the second length of carriageway” means the westbound carriageway of the M56 Motorway from a point 1800 metres east of the tip of the nosing of the exit slip road at Junction 12 to the end of the motorway;

“the third length of carriageway” means the eastbound carriageway of the M56 Motorway from a point 500 metres west of its merge point with the entry link road from the M53 southbound at

(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

Junction 15 to a point 300 metres east of the tip of the nosing of the entry slip road at Junction 12;

“the fourth length of carriageway” means the westbound carriageway of the M56 Motorway from a point 500 metres east of the tip of the nosing of the exit slip road at Junction 12 to a point 200 metres west of its diverge point with the exit link road to the M53 northbound at Junction 15;

“the first slip road” means the exit slip road leading from the eastbound carriageway of the M56 Motorway at Junction 12;

“the second slip road” means the entry slip road leading to the eastbound carriageway of the M56 Motorway at Junction 12;

“the third slip road” means the exit slip road leading from the westbound carriageway of the M56 Motorway at Junction 12;

“the fourth slip road” means the entry slip road leading to the westbound carriageway of the M56 Motorway at Junction 12;

“the fifth slip road” means the exit slip road leading from the eastbound carriageway of the M56 Motorway at Junction 14;

“the sixth slip road” means the entry slip road leading to the eastbound carriageway of the M56 Motorway at Junction 14;

“the seventh slip road” means the exit slip road leading from the westbound carriageway of the M56 Motorway at Junction 14;

“the eighth slip road” means the entry slip road leading to the westbound carriageway of the M56 Motorway at Junction 14;

“the first link road” means the link road leading from the westbound carriageway of the M56 Motorway at Junction 15 to the southbound carriageway of the M53 Motorway;

“the second link road” means the link road leading from the westbound carriageway of the M56 Motorway at Junction 15 to the northbound carriageway of the M53 Motorway;

“the third link road” means the link road leading from the southbound carriageway of the M53 Motorway at Junction 11 to the eastbound carriageway of the M56 Motorway;

“the fourth link road” means the link road leading from the northbound carriageway of the M53 Motorway at Junction 11 to the eastbound carriageway of the M56 Motorway;

“hardshoulder” has the meaning given in regulation 3(1)(e) of the Motorways Traffic (England and Wales) Regulations 1982(a);

“the first length of hardshoulder” means the hardshoulder adjacent to the third length of carriageway;

“the second length of hardshoulder” means the hardshoulder adjacent to the fourth length of carriageway;

“the works period” means periods overnight between 2200 hours and 0700 hours (ending at 0500 hours on weekday mornings) during a period starting on Monday 28 May 2012 and ending on Saturday 30 June 2012. However, works 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 work;

(a) S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364.

“works” means resurfacing, road marking and maintenance works on the M56 Motorway;

3. Subject as mentioned in articles 6 and 7 of this Order, during the works period, no person shall cause or permit any motor vehicle to be driven in the first and second lengths of carriageway or the first and second lengths of hardshoulder at a speed exceeding 50 miles per hour.

4. Subject as mentioned in article 6 of this Order, during the works period, no person shall cause or permit any motor vehicle to enter or proceed in the third and fourth lengths of carriageway, the first, second, third, fourth, fifth, sixth, seventh and eighth slip roads or the first, second, third and fourth link roads.

5. The provisions of regulations 5 and (in so far as it relates to a vehicle being driven) 9 of the Motorways Traffic (England and Wales) Regulations 1982 (a) are suspended in relation to the lengths of hardshoulder defined in article 2 of this Order at such times and to such extent as may be indicated by traffic signs; and in this article, “hardshoulder” has the meaning given in regulation 3(1)(e) of those Regulations.

6. The provisions of articles 3 and 4 of this Order shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs, and shall not apply to a vehicle being used for emergency purposes by the police, fire and rescue authority or ambulance services or anything done at the direction, or with the permission, of a constable, or a traffic officer in uniform.

And nothing in article 4 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

7. No speed limit imposed by this Order applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011(b) when used in accordance with regulation 3(5) of those Regulations.

Piccadilly Gate
Store Street
Manchester
M1 2WD

A Withington
Service Delivery Team Leader
Network Delivery & Development Directorate
Highways Agency

8th May 2012

(a) S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364.
(b) S.I. 2011/935.