

2013 No. 2004

ROAD TRAFFIC

The M53 Motorway (Junctions 11-12 Northbound and Southbound Carriageways, Slip and Link Roads) and the M56 Motorway (Junction 15 Westbound Link to M53) (Temporary Prohibition and Restriction of Traffic) Order 2013

Made - - - - *24th July 2013*

Coming into force - - *8th August 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M53 and M56 Motorways and their slip and link roads, is satisfied that traffic on sections of those motorways and on one of those slip roads and two of those link roads in Cheshire West and Chester 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) of the Road Traffic Regulation Act 1984^(a) and regulation 16(2) of the Motorway Traffic (England and Wales) Regulations 1982^(b), hereby makes the following Order:-

1. This Order may be cited as The M53 Motorway (Junctions 11-12 Northbound and Southbound Carriageways, Slip and Link Roads) and the M56 Motorway (Junction 15 Westbound Link to M53)(Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 8th August 2013.

2. In this Order:

“the first motorway” means the M53 Motorway between Junctions 11 and 12;

“the second motorway” means the M56 Motorway at Junction 15;

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

“the slip road” means the entry slip road to the northbound carriageway of the first motorway at Junction 12;

“the first link road” means the link road between the northbound carriageway of the first motorway at Junction 11 and the eastbound carriageway of the second motorway at Junction 15, from the first point at which it diverges from the main carriageway of the first motorway until the last point at which it merges with the main carriageway of the second motorway;

“the second link road” means the link road between the westbound carriageway of the second motorway at Junction 15 and the southbound carriageway of the first motorway at Junction 11,

(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
(b) S. I. 1982/1163, as amended by S. I. 1983/374, 1984,1479, 1992/1364, 1995/158, 1996/3053, 2004/3258 and 2006/594

from the first point at which it diverges from the main carriageway of the second motorway until the last point at which it merges with the main carriageway of the first motorway;

“the first length of carriageway” means the southbound carriageway of the first motorway from a point 100 metres north of the centreline of Stoak overbridge to a point 100m south of the centreline of Hoole Interchange South underbridge;

“the second length of carriageway” means the northbound carriageway of the first motorway from a point 400 metres north of the centreline of Stoak overbridge to a point 1200 metres south of Hoole Interchange South underbridge;

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

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

“the works period” means over twenty nights between 2100 hours and 0500 hours starting on Friday 9 August 2013 and ending on Thursday 29 August 2013. However, works may start between the same hours on subsequent nights or continue until completed, for such period not exceeding 18 months as shall be required to complete the works;

“works” means pavement, surfacing, sign and routine maintenance works on the first and second motorways.

3. 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 first or second link roads or the slip road.
4. 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 or second length of carriageway at a speed in excess of 50 mph.
5. Subject as mentioned in article 2 of this Order, during the works period, 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 first and second lengths of hardshoulder defined in article 2 of this Order.
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 3 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.

(a) S. I. 1982/1163, as amended by S. I. 1983/374, 1984,1479, 1992/1364, 1995/158, 1996/3053, 2004/3258 and 2006/594
(b) S.I. 2011/935.

Signed by authority of the Secretary of State for Transport

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B Parker
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24th July 2013