

2011 No. 2108

ROAD TRAFFIC

The M56 Motorway (Junctions 15-16 Westbound and Eastbound Carriageways, Link and Slip Roads) and the M53 Motorway (Temporary Prohibition and Restriction of Traffic) Order 2011

Made - - - - *23rd August 2011*

Coming into force - - *1st September 2011*

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 those motorways and on one of those slip roads and on 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) 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 15-16 Westbound and Eastbound Carriageways, Link and Slip Roads) and the M53 Motorway (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 1st September 2011.

2. In this Order:

“the first length of carriageway” means the westbound carriageway of the M56 Motorway from a point 175 metres east of the centreline of Thornton Green Lane overbridge to a point 100 metres west of the centreline of the Shropshire Union Canal underbridge;

“the second length of carriageway” means the westbound carriageway of the M56 Motorway from its diverge point with the exit link road to the M53 northbound to the end of the motorway;

“the third length of carriageway” means the M56 eastbound carriageway from the start of the motorway to its merge point with the entry link road from the M53 southbound;

“the fourth length of carriageway” means the M56 westbound carriageway from a point 175 metres east of the centreline of Thornton Green lane overbridge to the centreline of Stoak underbridge at Junction 15;

“the first 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;

(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

“the second 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 slip road” means the entry slip road leading to the eastbound carriageway of the M56 Motorway at Junction 16;

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

“the length of hardshoulder” means the hardshoulder adjacent to the second link road;

“the first works period” means the following periods:

i. over one night between 2200 hours and 0700 hours during a period starting on Friday 2 September 2011 and ending on Sunday 4 September 2011. 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;

ii. starting at 2100 hours on Saturday 10 September 2011 and ending at 0600 hours on Monday 12 September 2011. However, works may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

iii. starting at 2100 hours on Saturday 8 October 2011 and ending at 0600 hours on Monday 10 October 2011. However, works may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work; and

iv. over one night between 2200 hours and 0500 hours starting on Monday 3 October 2011 and ending on Tuesday 4 October 2011. 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;

“the second works period” means the following periods:

i. over one night between 2200 hours and 0500 hours during a period starting on Monday 5 September 2011 and ending on Friday 9 September 2011. 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;

ii. starting at 2100 hours on Friday 16 September 2011 and ending at 0700 hours on Sunday 18 September 2011. However, works may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

iii. starting at 2100 hours on Friday 30 September 2011 and ending at 0700 hours on Sunday 2 October 2011. However, works may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work; and

iv. over two nights between 2200 hours and 0500 hours starting on Wednesday 5 October 2011 and ending on Friday 7 October 2011. 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.

“the third works period” means the following periods:

i. starting at 2100 hours on Saturday 24 September 2011 and ending at 0600 hours on Monday 26 September 2011. However, works may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work; and

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

ii. over one night between 2200 hours and 0500 hours starting on Tuesday 4 October 2011 and ending on Wednesday 5 October 2011. However, works may start and continue between the same times on subsequent nights or continue until completed, for such period not exceeding 18 months as shall be required to complete the work.

“works” means bridge repair, resurfacing and maintenance works on the M56 Motorway;

3. Subject as mentioned in articles 10 and 11 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first length of carriageway or the first link road at a speed exceeding 50 miles per hour.

4. Subject as mentioned in article 10 of this Order, during the first works period, no person shall cause or permit any motor vehicle to enter or proceed in the second length of carriageway.

5. Subject as mentioned in articles 10 and 11 of this Order, during the second works period, no person shall cause or permit any motor vehicle to be driven in the second link road or the length of hardshoulder at a speed exceeding 50 miles per hour.

6. Subject as mentioned in article 10 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the third length of carriageway or the slip road.

7. Subject as mentioned in article 10 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the first link road.

8. Subject as mentioned in articles 10 and 11 of this Order, during the third works period, no person shall cause or permit any motor vehicle to be driven in the fourth length of carriageway at a speed exceeding 50 miles per hour.

9. 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 length 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.

10. The provisions of articles 3, 4, 5, 6, 7 and 8 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 articles 4, 6 and 7 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

11. 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.

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23rd August 2011

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

(b) S.I. 2011/935.