

2011 No. 2247

ROAD TRAFFIC

The M53 Motorway (Junctions 6-10 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011

Made - - - - *6th September 2011*

Coming into force - - *15th September 2011*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M53 Motorway and its slip roads, is satisfied that traffic on sections of that motorway and on fourteen of those slip 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 M53 Motorway (Junctions 6-10 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 15th September 2011.

2. In this Order:

“the motorway” means the M53 Motorway between Junctions 6 and 10;

“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 northbound carriageway of the motorway from the centreline of Little Stanney Lane underbridge to a point 700 metres north of the centreline of Rossmore Road West overbridge;

“the second length of carriageway” means the southbound carriageway of the motorway from a point 400 metres north of the centreline of Vauxhall Entrance West overbridge to a point 600 metres south of the centreline of Stanlow Railway underbridge;

(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 third length of carriageway” means the northbound carriageway of the motorway from a point 700 metres south of the centreline of Gasworks Canal underbridge to a point 100 metres north of the centreline of Rossmore Road West overbridge;

“the fourth 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 fifth length of carriageway” means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 7 to the tip of the nosing of the entry slip road at Junction 9;

“the sixth 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 8;

“the seventh length of carriageway” means the northbound carriageway of the motorway from a point 250 metres north of the centreline of Little Stanley Viaduct East underbridge to a point 540 metres north of the centreline of Rossmore Road West overbridge;

“the eighth length of carriageway” means the southbound carriageway of the motorway from a point 1050 metres north of the centreline of Rivacre Interchange West underbridge to a point 540 metres south of the centreline of Stanlow Railway underbridge;

“the ninth length of carriageway” means the northbound carriageway of the motorway from a point 300 metres south of the centreline of Gasworks Canal underbridge to a point 50 metres south of the centreline of Rossmore Road West overbridge;

“the tenth length of carriageway” means the southbound carriageway of the motorway from the centreline of Rossmore Road East overbridge to a point 100 metres south of the centreline of Stanlow Railway underbridge;

“the eleventh length of carriageway” means the southbound carriageway from a point 100 metres south of the centreline of Rivacre Interchange East underbridge to a point 100 metres south of the centreline of Stanlow Railway underbridge;

“the twelfth 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 9;

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

“the first slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 8;

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

“the third slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 9;

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

“the fifth slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 10;

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

“the seventh slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 6;

“the eighth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 6;

“the ninth slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 7;

“the tenth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 7;

“the eleventh slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 8;

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

“the thirteenth slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 9;

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

“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 ninth length of carriageway;

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

“the first works period” means four nights per period between 2200 hours and 0500 hours (ending at 0700 hours on Saturday and Sunday mornings) during the following periods:

- i. starting on Friday 16 September 2011 and ending on Monday 17 October 2011; and
- ii. starting on Friday 2 December 2011 and ending on Friday 23 December 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 a period starting at 0500 hours on Monday 19 September 2011 and ending at 0500 hours on Friday 23 December 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.

“the third works period” means fourteen nights during a period starting on Monday 19 September 2011 and ending on Friday 23 December 2011. On the northbound carriageway works will take place starting at 2100 hours and ending at 0700 hours on weekdays, starting at 2000 hours and ending at 0800 hours on Saturdays, and starting at 2000 hours and ending at 1000 hours on Sundays. On the southbound carriageway works will take place starting at 2000 hours and ending at 0600 hours on weekdays and starting at 1900 hours and ending at 0800 hours on Saturdays and Sundays. However, works may start and continue between the same

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

times on subsequent weekday or weekend nights or continue overnight until completed, for such period not exceeding 18 months as shall be required to complete the work;

“the fourth works period” means fifty nights during a period starting on Monday 19 September 2011 and ending on Friday 23 December 2011. On the southbound carriageway works will take place starting at 2000 hours and ending at 0600 hours on weekdays and starting at 1900 hours and ending at 0800 hours on Saturdays and Sundays. On the northbound carriageway works will take place starting at 2100 hours and ending at 0700 hours on weekdays, starting at 2000 hours and ending at 0800 hours on Saturdays, and starting at 2000 hours and ending at 1000 hours on Sundays. However, works may start and continue between the same times on subsequent weekday or weekend nights or continue overnight until completed, for such period not exceeding 18 months as shall be required to complete the work;

“the fifth works period” means five nights between 2100 hours and 0500 hours (ending at 0700 hours on Saturday and Sunday mornings) during a period starting at Monday 19 September 2011 and ending on Friday 23 December 2011. However, works may start and continue between the same times on subsequent weekday or weekend nights or continue overnight until completed, for such period not exceeding 18 months as shall be required to complete the work;

“works” means safety barrier and resurfacing works on the motorway;

3. 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, second and third 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.

4. Subject as mentioned in articles 12 and 13 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first or second lengths of carriageway, the first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth or fourteenth slip roads or the first length of hardshoulder at a speed exceeding 50 miles per hour.

5. Subject as mentioned in article 12 of this Order, during the first works period, no person shall cause or permit any motor vehicle to enter or proceed in the third, fourth, fifth or sixth lengths of carriageway or the first, third, fourth, sixth, tenth, eleventh, twelfth or thirteenth slip roads.

6. Subject as mentioned in articles 12 and 13 of this Order, during the second works period, no person shall cause or permit any motor vehicle to be driven in the seventh or eighth lengths of carriageway, the first, second, third, ninth, tenth, eleventh, thirteenth or fourteenth slip roads or the second or third lengths of hardshoulder at a speed exceeding 50 miles per hour.

7. Subject as mentioned in article 12 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the fourth or twelfth slip roads.

8. Subject as mentioned in article 12 of this Order no person shall, during the second works period, cause or permit any motor vehicle with an overall width exceeding 1.95 metres (6 feet 6 inches) to enter or proceed in the off side running lane of the ninth and eleventh lengths of carriageway.

9. Subject as mentioned in article 12 of this Order no person shall, during the third works period, cause or permit any motor vehicle to enter or proceed in the fourth or twelfth length of carriageway or the first slip road.

10. Subject as mentioned in article 12 of this Order no person shall, during the fourth works period, cause or permit any motor vehicle to enter or proceed in the twelfth and thirteenth lengths of carriageway.

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

11. Subject as mentioned in article 12 of this Order no person shall, during the fifth works period, cause or permit any motor vehicle to enter or proceed in the third or fourteenth slip roads.

12. The provisions of articles 4, 5, 6, 7, 8, 9, 10 and 11 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 5, 7, 8, 9, 10 and 11 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

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

Signed by authority of the Secretary of State for Transport

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A Withington
Service Delivery Team Leader
Network Delivery & Development Directorate
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6th September 2011

(a) S.I. 2011/935.