

**2011 No. 3083**

**ROAD TRAFFIC**

**The M53 Motorway (Junctions 12-4 Northbound and Southbound Carriageways and Slip Roads) and M56 (Junction 15 Link Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011**

*Made* - - - - - *20th December 2011*  
*Coming into force* - - - - - *8th January 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M53 and M56 Motorways and their link and slip roads, is satisfied that traffic on sections of those motorways and on four of those link roads 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 12-4 Northbound and Southbound Carriageways and Slip Roads) and M56 (Junction 15 Link Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 8th January 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 southbound carriageway of the M53 Motorway from the centreline of Raby Hall Road overbridge to the centreline of Old Hall Railway underbridge;

“the second length of carriageway” means the northbound carriageway of the M53 Motorway from the centreline of Old Hall Railway underbridge to the centreline of Raby Hall Road overbridge;

“the third length of carriageway” means the southbound carriageway of the M53 Motorway from a point 100 metres south of the centreline of Raby Hall Road overbridge to a point 100 metres north of the centreline of Old Hall underbridge;

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(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 fourth length of carriageway” means the northbound carriageway of the M53 Motorway from a point 100 metres north of the centreline of Old Hall Railway underbridge to a point 100 metres south of the centreline of Raby Hall Road overbridge;

“the first slip road” means the exit slip road leading from the southbound carriageway of the M53 Motorway at Junction 5;

“the second slip road” means the entry slip road leading to the southbound carriageway of the M53 Motorway at Junction 5;

“the third slip road” means the exit slip road leading from the northbound carriageway of the M53 Motorway at Junction 5;

“the fourth slip road” means the entry slip road leading to the northbound carriageway of the M53 Motorway at Junction 5;

“the fifth slip road” means the exit slip road leading from the southbound carriageway of the M53 Motorway at Junction 7;

“the sixth slip road” means the entry slip road leading to the southbound carriageway of the M53 Motorway at Junction 7;

“the seventh slip road” means the exit slip road leading from the northbound carriageway of the M53 Motorway at Junction 7;

“the eighth slip road” means the entry slip road leading to the northbound carriageway of the M53 Motorway at Junction 7;

“the ninth slip road” means the exit slip road leading from the southbound carriageway of the M53 Motorway at Junction 10;

“the tenth slip road” means the entry slip road leading to the southbound carriageway of the M53 Motorway at Junction 10;

“the eleventh slip road” means the exit slip road leading from the northbound carriageway of the M53 Motorway at Junction 10;

“the twelfth slip road” means the entry slip road leading to the northbound carriageway of the M53 Motorway at Junction 10;

“the thirteenth slip road” means the exit slip road leading from the southbound carriageway of the M53 Motorway at Junction 12;

“the fourteenth slip road” means the entry slip road leading to the northbound carriageway of the M53 Motorway at Junction 12;

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

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

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

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

“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 thirteen nights between 2200 hours and 0500 hours during a period starting on Monday 9 January 2012 and ending on Friday 3 February 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;

“works” means maintenance 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 and second 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 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.

**5.** 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, eighth, ninth, tenth, eleventh, twelfth, thirteenth and fourteenth slip roads or the first, second, third and fourth link roads.

**6.** The provisions of articles 4 and 5 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 5 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.

Signed by authority of the Secretary of State for Transport

Piccadilly Gate  
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Manchester  
M1 2WD

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

20th December 2011

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

(b) S.I. 2011/935.