

2010 No. 854

ROAD TRAFFIC

The M56 Motorway (Junction 15 Westbound Link Road to the
M53 Southbound), the M53 Motorway (Junctions 11-12
Southbound and Northbound Carriageways) and the A55 Trunk
Road (Temporary Prohibition and Restriction of Traffic) Order
2010

<i>Made</i>	- - - -	<i>23 February 2010</i>
<i>Coming into force</i>	- -	<i>21 March 2010</i>

WHEREAS the Secretary of State for Transport, being the traffic authority for the M56 Motorway and its link roads, the M53 Motorway and the A55 Trunk Road, is satisfied that traffic on one of those link roads and on sections of the M53 Motorway and the trunk road 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 (Junction 15 Westbound Link Road to the M53 Southbound), the M53 Motorway (Junctions 11-12 Southbound and Northbound Carriageways) and the A55 Trunk Road (Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on 21 March 2010.

2. In this Order:

“the motorway” means the M53 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 tip of the nosing of the exit slip road” means the last point where the slip road leaves the carriageway of the motorway;

“the link road” means the link road leading from the westbound carriageway of the M56 Motorway at Junction 15 to the southbound carriageway of the 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 first length of carriageway” means the northbound carriageway of the A55 Trunk Road and the motorway from the tip of the nosing of the entry slip road leading from the A51 to the A55 Trunk Road, to the tip of the nosing of the entry slip road at Junction 11 of the motorway;

“the second length of carriageway” means the southbound 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 exit slip road at Junction 12;

“the third length of carriageway” means the southbound carriageway of the motorway from a point 225 metres south of the tip of the nosing of the exit slip road at Junction 11 to a point 100 metres north of the tip of the nosing of the exit slip road at Junction 12;

“the fourth length of carriageway” means the northbound carriageway of the motorway from a point 360 metres north of the tip of the nosing of the entry slip road at Junction 12 to a point 100 metres south of the tip of the nosing of the entry slip road at Junction 11;

“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 0500 hours during a period starting on Monday 22 March 2010 and ending on Monday 10 May 2010. However, work may start and continue between the same times on subsequent nights or continue until completed.

“works” means drainage works on the motorway;

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 link road or the third and fourth lengths of carriageway.

4. Subject as mentioned in article 6 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. 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.

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 of, or with the permission of, a police officer or 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.

Signed by authority of the Secretary of State of Transport

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23 February 2010

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[DFT 1837]