

**2014 No. 2091**

**ROAD TRAFFIC**

**The M57 Motorway (Junctions 3-7 Northbound and Southbound  
Carriageways and Slip Roads) (Temporary Prohibition and  
Restriction of Traffic) Order 2014**

*Made* - - - -

*17th July 2014*

*Coming into force* - -

*3rd August 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M57 Motorway and its slip roads, is satisfied that traffic on sections of that motorway and on twelve of those slip roads in the Districts of Knowsley and Sefton in Merseyside 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<sup>(a)</sup> and regulation 16(2) of the Motorway Traffic (England and Wales) Regulations <sup>(b)</sup> hereby makes the following Order:-

**1.** This Order may be cited as the M57 Motorway (Junctions 3-7 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 3rd August 2014.

**2.** In this Order:

“the motorway” means the M57 Motorway between Junctions 3 and 7;

“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 motorway from a point 1300 metres north of the tip of the nosing of the exit slip road at Junction 6 to a point 1700 metres north of the tip of the nosing of the exit slip road at Junction 3;

“the second length of carriageway” means the northbound carriageway of the motorway from a point 1800 metres south of the tip of the nosing of the exit slip road at Junction 4 to a point 250 metres north of the tip of the nosing of the entry slip road at Junction 6;

“the third length of carriageway” means the southbound carriageway of the motorway from a point 100 metres north of the tip of the nosing of the exit slip road at Junction 6 to a point 1500 metres north of the tip of the nosing of the exit slip road at Junction 3;

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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.  
(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.

“the fourth length of carriageway” means the northbound carriageway of the motorway from a point 400 metres south of the tip of the nosing of the exit slip road at Junction 4 to a point 50 metres north of the tip of the nosing of the entry slip road at Junction 6;

“the first slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 4;

“the second slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 4;

“the third slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 4;

“the fourth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 4;

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

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

“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 5;

“the tenth slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 5;

“the eleventh slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 3;

“the twelfth slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 3;

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

“the lengths of hardshoulder” means the hardshoulder adjacent to the third and fourth lengths of carriageway;

“the works period” means periods overnight between 2200 hours and 0700 hours (ending at 0500 hours on weekday mornings) during a period starting on Monday 4 August 2014 and ending on Sunday 31 August 2014. 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 resurfacing and associated 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 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.

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

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 lengths of hardshoulder defined in article 2 of this Order 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 or the first to twelfth slip 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(a) 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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*R Baldwin*  
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17th July 2014

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(a) S.I. 2011/935.