

2014 No. 1744

ROAD TRAFFIC

The M56 Motorway (Junctions 11-16 Westbound and Eastbound Carriageways, Link and Slip Roads), the M53 (Link Roads) and the A494 Trunk Road (Temporary Prohibition and Restriction of Traffic) Order 2014

Made - - - - *19th June 2014*
Coming into force - - *6th July 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M56 and M53 Motorways and the A494 Trunk Road and their link and slip roads, is satisfied that traffic on sections of those motorways, on four of those link roads and on nine 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) and regulation 16(2) of the Motorway Traffic (England and Wales) Regulations (b) hereby makes the following Order:-

1. This Order may be cited as the M56 Motorway (Junctions 11-16 Westbound and Eastbound Carriageways, Link and Slip Roads), the M53 (Link Roads) and the A494 Trunk Road (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 6th July 2014.

2. In this Order:

“the motorway” means the M56 Motorway between Junctions 11 and 16;

“the trunk road” means the A494 Trunk Road;

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

“the tip of the nosing of the entry slip road” means the first point where the slip road joins the carriageway of the motorway or trunk road;

“the first length of carriageway” means the westbound carriageway of the motorway from a point 300 metres east of the tip of the nosing of the exit slip road at Junction 12 to a point 850 metres east of the tip of the nosing of the exit slip road at Junction 14;

(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 second length of carriageway” means the eastbound carriageway of the motorway from the end of the motorway (at its junction with the A5117 Shotwick-Helsby Bypass) to the first point where the M53 northbound to M56 eastbound link road merges with the carriageway at Junction 15;

“the third length of carriageway” means the westbound carriageway from the last point where the M56 westbound to M53 northbound link road diverges from the carriageway to the end of the motorway (at its junction with the A5117 Shotwick-Helsby Bypass);

“the fourth length of carriageway” means the westbound carriageway of the trunk road from the start of the trunk road (at the end of the motorway) to the tip of the nosing of the entry slip road from the A540;

“the fifth length of carriageway” means the westbound carriageway of the motorway from a point 420 metres west of the tip of the nosing of the entry slip road at Junction 12 to a point 1050 metres east of the tip of the nosing of the exit slip road at Junction 14;

“the first slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 12;

“the second slip road” means the entry slip road leading to the westbound carriageway of the motorway at Junction 12;

“the third slip road” means the exit slip road leading from the eastbound carriageway of the motorway at Junction 12;

“the fourth slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 12;

“the fifth slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 14;

“the sixth slip road” means the entry slip road leading to the westbound carriageway of the motorway at Junction 14;

“the seventh slip road” means the exit slip road leading from the eastbound carriageway of the motorway at Junction 14;

“the eighth slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 14;

“the ninth slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 16 from the A5117;

“the first link road” means the link road leading from the westbound carriageway of the motorway at Junction 15 to the southbound carriageway of the M53 Motorway from the point where it diverges from the westbound carriageway to the point where it merges with the southbound carriageway;

“the second link road” means the link road leading from the westbound carriageway of the motorway at Junction 15 to the northbound carriageway of the M53 Motorway from the point where it diverges from the westbound carriageway to the point where it merges with the northbound carriageway;

“the third link road” means the link road leading from the northbound carriageway of the M53 Motorway at Junction 11 to the eastbound carriageway of the motorway from the point where it diverges from the northbound carriageway to the point where it merges with the eastbound carriageway;

“the fourth link road” means the link road leading from the southbound carriageway of the M53 Motorway at Junction 11 to the eastbound carriageway of the motorway from the point where it merges with the eastbound carriageway;

“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 fifth length of carriageway;

“the works period” means periods overnight between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 7 July 2014 and ending on Friday 29 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, road renewal and routine maintenance works.

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 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.

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 length of carriageway, or the length 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 works period, no person shall cause or permit any motor vehicle to enter or proceed in the second, third, fourth and fifth lengths of carriageway, the first to ninth slip roads and 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
Store Street
Manchester
M1 2WD

R Baldwin
Service Delivery Team Leader
Network Delivery & Development Directorate
Highways Agency

19th June 2014

(a) S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364.
(b) S.I. 2011/935.