

2011 No. 2209

ROAD TRAFFIC

The M57 Motorway (Junctions 1-4, Northbound and Southbound Carriageways and Slip Roads) and the M62 (Link Road) (Temporary Prohibition and Restriction of Traffic) Order 2011

Made - - - - *1st September 2011*
Coming into force - - *4th September 2011*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M57 and M62 Motorways and their slip roads and link roads is satisfied that traffic on those motorways and on four of those slip roads and one of those link roads, in the Borough of Knowsley 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 (a), hereby makes the following Order:-

1. This Order may be cited as the M57 Motorway (Junctions 1-4, Northbound and Southbound Carriageways and Slip Roads) and the M62 (Link Road) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 4th September 2011.

2. In this Order:

The “motorway” means the M57 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 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 between Junctions 2 and 1 from the tip of the nosing of the exit slip road at Junction 2 to the tip of nosing of the entry slip road at Junction 1;

“the second length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 1 to the tip of the nosing of the entry slip road at Junction 1;

“the third length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the entry slip road at Junction 1 to a point 200 metres north of the tip of the nosing of the exit slip road at Junction 2;

(a) 1984 c.27; a new section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 199 (c.26), section 1(1) and Schedule 1

“the fourth length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the entry slip road at Junction 1 to a point 400 metres north of the tip of the nosing of the exit slip road at Junction 2;

“the link road” means the link road leading from the westbound carriageway of the M62 Motorway at Junction 6 to the northbound carriageway of the motorway;

“the first slip road” means the slip road leading from the northbound carriageway of the motorway at Junction 2;

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

“the third slip road” means the slip road leading to the northbound carriageway of the motorway at Junction 1;

“the fourth slip road” means the slip road leading to the northbound carriageway of the motorway at Junction 2;

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

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

“works” means resurfacing, road marking, loop cutting, bridge joint and maintenance works on the slip roads, link road and motorway;

“the works period” means 20 nights between 2100 hours and 0600 hours during a period starting on Monday 5 September 2011 and ending on Saturday 22 October 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.

3. Subject as mentioned in article 6 of this Order no person shall during the works period, cause or permit any vehicle to enter or proceed in the first or second lengths of carriageway, the link road or the first, second, third, or fourth slip roads.

4. Subject as mentioned in articles 6 and 7 of this Order no person shall, during the works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour in the fourth length of carriageway, the length of hardshoulder or the third slip road.

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 (b) 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.

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 any vehicle being used for emergency purposes by the police, fire and rescue authority or ambulance services or to anything done at the direction, or with the permission, of a constable, or a traffic officer in uniform.

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

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

Nothing in article 3 of this Order shall apply to vehicles 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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A Withington
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1st September 2011

(a) S.I. 2011/935.