

2012 No. 1048

ROAD TRAFFIC

**The M58 Motorway (A59 (Switch Island) to Junction 1
Eastbound and Westbound Carriageways) (Temporary
Prohibition and Restriction of Traffic) Order 2012**

Made - - - - *27th March 2012*

Coming into force - - *15th April 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M58 Motorway, is satisfied that traffic on sections of that motorway in the District of 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^(a) hereby makes the following Order:-

1. This Order may be cited as the M58 Motorway (A59 (Switch Island) to Junction 1 Eastbound and Westbound Carriageways) (Temporary Prohibition and Restriction of Traffic) Order 2012 and shall come into force on 15th April 2012.

2. In this Order:

“the motorway” means the M58 Motorway;

“the first length of carriageway” means the westbound carriageway of the motorway from a point 55 metres east of the centreline of the Moss Nook overbridge to the end of the motorway at the point where it merges with the A59 (Switch Island);

“the second length of carriageway” means the eastbound carriageway of the motorway from the start of the motorway at the point where it diverges from the A59 (Switch Island) to a point 874 metres east of the centreline of the Woodhall Railway overbridge;

“the third length of carriageway” means the westbound carriageway of the motorway from a point 1027 metres east of the centreline of the Woodhall Railway overbridge to a point 385 metres west of the centreline of the Woodhall Railway overbridge;

“the fourth length of carriageway” means the eastbound carriageway of the motorway from a point 620 metres west of the centreline of the Woodhall Railway overbridge to a point 773 metres east of the centreline of the Woodhall Railway overbridge;

(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

“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 a period starting at 2200 hours on Monday 16 April 2012 and ending at 0500 hours on Thursday 31 May 2012. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

“works” means lighting 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 7 and 8 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 first length of hardshoulder at a speed exceeding 50 miles per hour.

5. Subject as mentioned in articles 7 and 8 of this Order, during the works period, no person shall cause or permit any motor vehicle to be driven in the second length of carriageway or the second length of hardshoulder at a speed exceeding 40 miles per hour.

6. Subject as mentioned in article 7 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.

7. The provisions of articles 4, 5 and 6 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 6 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

8. 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.

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27th March 2012

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

(b) S.I. 2011/935.