

2013 No. 1957

ROAD TRAFFIC

**The M53 Motorway (Junctions 5-2 Northbound Carriageway
and Slip Roads) (Temporary Prohibition and Restriction of
Traffic) Order 2013**

Made - - - - *30th July 2013*

Coming into force - - *15th August 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M53 Motorway and its slip roads, is satisfied that traffic on sections of that motorway and on four of those slip roads in the Boroughs of Wirral in Merseyside and Cheshire West and Chester in Cheshire 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 M53 Motorway (Junctions 5-2 Northbound Carriageway and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 15th August 2013.

2. In this Order:

“the motorway” means the M53 Motorway between Junctions 5 and 2;

“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 northbound carriageway from a point 100 metres north of the centreline of Thornton Common Road overbridge to a point 200 metres south of the centreline of Upton Road overbridge;

“the second length of carriageway” means the northbound carriageway from the centreline of Clatterbridge South overbridge to a point 700 metres south of the centreline of Upton Road 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

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

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

“the third slip roads” means the exit slip road leading from the northbound carriageway of the motorway at Junction 3;

“the fourth slip roads” means the entry slip road leading to the northbound 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 length of hardshoulder” means the hardshoulder adjacent to the second length of carriageway;

“the works period” means a period over night between 2000 hours and 0600 hours (extending to 0700 hours on Saturday and Sunday mornings) during a period starting on Friday 16 August 2013 and ending on Friday 4 August 2013. 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 works;

“works” means resurfacing and general maintenance works on the motorway;

3. Subject as mentioned in article 6 of this Order, during the works period, 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.

4. 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 second length of carriageway or the second, third and fourth slip roads.

5. 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 length of carriageway, first, second, third and fourth slip roads and the length of hardshoulder at a speed exceeding 50 miles per hour.

6. The provisions of articles 3, 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 4 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

Piccadilly Gate
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M1 2WD

B Parker
Service Delivery Team Leader
Network Delivery & Development Directorate
Highways Agency

30th July 2013

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