

2014 No. 2536

ROAD TRAFFIC

The M56 Motorway (Junctions 14-16 Westbound and Eastbound) and the M53 Link Roads (Temporary Prohibition and Restriction of Traffic) Order 2014

Made - - - - *11th September 2014*

Coming into force - - *2nd October 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M56 and M53 Motorways and their slip and link roads, is satisfied that traffic on sections of those motorways and on two of those slip and three of those link 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) & (7) of the Road Traffic Regulation Act 1984(a) hereby makes the following Order:-

1. This Order may be cited as the M56 Motorway (Junctions 14-16 Westbound and Eastbound) and the M53 Link Roads (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 2nd October 2014.

2. In this Order:

“the motorway” means the M56 Motorway;

“the first length of carriageway” means the westbound carriageway of the motorway from a point 50 metres east of the centreline of Thornton Green Lane Bridge to a point 200 metres west of the centreline of Stoak (D) underbridge;

“the second length of carriageway” means the eastbound carriageway of the motorway from the centreline of Poplar Hall Access Bridge to a point 200 metres east of the centreline of the Shropshire Union Canal (B) underbridge;

“the third length of carriageway” means the westbound carriageway of the motorway from a point 250 metres east of the centreline of the Shropshire Union Canal (B) bridge to the end of the motorway at Junction 16;

“the fourth length of carriageway” means the eastbound carriageway of the motorway from the start of the motorway at Junction 16 to its merge point with the entry link road leading from the southbound carriageway of the M53 Motorway at Junction 15;

(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 fifth length of carriageway” means the westbound carriageway of the motorway from a point 350 metres east of the centreline of Hapsford East Bridge to the end of the motorway at Junction 15;

“the first section of link road” means the exit link road leading from the southbound carriageway of the M53 Motorway at Junction 11 to the eastbound carriageway of the motorway from the start of the link road at its diverge point from mainline carriageway to a point 200 metres east of the centreline of Stoak (A) bridge;

“the first link road” means the exit link road leading from the westbound carriageway of the motorway at Junction 15 to the northbound carriageway of the M53 Motorway;

“the second link road” means the exit slip road leading from the southbound carriageway of the M53 Motorway at Junction 11 to the eastbound carriageway of the motorway;

“the first section of link road” means the first link road from a point 50 metres east of the centreline of Thornton Green Lane Bridge to a point 200 metres west of the centreline of the Shropshire Union Canal (B) underbridge;

“the second section of link road” means the second link road from the start of the link road at its diverge point from the southbound carriageway of the M53 Motorway to a point 200 metres east of the centreline of Stoak (A) bridge;

“the third section of link road” means the second link road from a point 250 metres west of the centreline of the Shropshire Union Canal Bridge to a point 200 metres east of the centreline of the Shropshire Union Canal Bridge;

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

“the second slip road” means the entry slip road leading to the westbound carriageway of the motorway at Junction 14 from the A5117;

“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 third section of link road;

“the first works period” means the following periods:

- i. one weekend starting at 2000 hours on Friday 3 October 2014 and ending at 0600 hours on Sunday 5 October 2014; and
- ii. eight weekends starting at 2000 hours on Fridays and ending at 1000 hours on Sundays during a period starting on Friday 10 October 2014 and ending on Sunday 30 November 2014. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work.

“the second works period” means periods overnight as follows:

- i. between 2000 hours on Friday 3 October 2014 and 0600 hours on Saturday 4 October 2014;

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

- ii. between 2200 hours on Saturday 4 October 2014 and 0600 hours on Sunday 5 October 2014; and
- iii. over eight weekends between 2000 hours on Friday nights and 0600 hours on Saturday mornings and 2200 hours on Saturday nights and 1000 hours on Sunday mornings during a period starting on Friday 10 October 2014 and ending on Sunday 30 November 2014. However, work 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.

“the third works period” means the following periods:

- i. one weekend starting at 2000 hours on Friday 3 October 2014 and ending at 0400 hours on Sunday 5 October 2014; and
- ii. eight weekends starting at 2000 hours on Fridays and ending at 1000 hours on Sundays during a period starting on Friday 10 October 2014 and ending on Sunday 30 November 2014. 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 bridge and road renewal works at Stoak Interchange.

3. Subject as mentioned in articles 9 and 10 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first and second lengths of carriageway or the first and second sections of link road at a speed exceeding 50 miles per hour.

4. Subject as mentioned in article 9 of this Order, during the first works period, no person shall cause or permit any motor vehicle to enter or proceed in the third length of carriageway or the first link road.

5. Subject as mentioned in article 9 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the fifth length of carriageway or the second slip road.

6. Subject as mentioned in articles 9 and 10 of this Order, during the third works period, no person shall cause or permit any motor vehicle to be driven in the second length of carriageway, the second section of link road or the length of hardshoulder at a speed exceeding 50 miles per hour.

7. Subject as mentioned in article 9 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the fourth length of carriageway, the second link road or the first slip road.

8. 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.

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

9. The provisions of articles 3, 4, 5, 6 and 7 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 articles 4, 5 and 7 of this Order shall apply to any vehicle being used in connection with the said works, or vehicles being used for winter maintenance purposes or by traffic officers.

10. 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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11th September 2014

(a) S.I. 2011/935