

2015 No. 1006

ROAD TRAFFIC

**The M53 Motorway (Junctions 1-4 Northbound and Southbound
Carriageways and Slip Roads) (Moreton Spur) (Temporary
Prohibition and Restriction of Traffic) Order 2015**

Made - - - - 21st January 2015

Coming into force - - 5th February 2015

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 twelve of those slip roads in the District of Wirral 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) of the Road Traffic Regulation Act 1984(a) and regulation 16(2) of the Motorways Traffic (England and Wales) Regulations 1982 (b), hereby makes the following Order:-

1. This Order may be cited as the M53 Motorway (Junctions 1-4 Northbound and Southbound Carriageways and Slip Roads) (Moreton Spur) (Temporary Prohibition and Restriction of Traffic) Order 2015 and shall come into force on 5th February 2015.

2. In this Order:

“the motorway” means the M53 Motorway;

“the tip of the nosing of the exit slip road” means the last point at which the slip road leaves the carriageway of the motorway;

“the tip of the nosing of the entry slip road” means the first point at which the slip road joins the carriageway of the motorway;

“works” means bridge works;

“the first length of carriageway” means the northbound carriageway of the motorway from the centreline of Upton Road overbridge to a point 450 metres north of the centreline of Moreton North Bridge;

“the second length of carriageway” means the southbound carriageway of the motorway from the centrepoint on Bidston Moss Viaduct (above the eastern gyratory of the Junction 1 roundabout) to a point 700 metres south of the centreline of Moreton South Bridge;

(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, 2004/3168, 2004/3258 and 2006/594.

“the third length of carriageway” means the eastbound carriageway of the motorway (Moreton Spur) from its start at Junction 2a to the point where it joins the northbound main carriageway at Junction 2;

“the fourth length of carriageway” means the westbound carriageway of the motorway (Moreton Spur) from the point where it leaves the northbound main carriageway at Junction 2 to a point 100 metres west of the centreline of Manor Drive underbridge;

“the fifth length of carriageway” means the southbound carriageway of the motorway between Junctions 1 and 3 from the last point where the A59 exit slip road to the A5139 leaves the carriageway to the tip of the nosing of the entry slip road at Junction 3;

“the sixth length of carriageway” means the northbound carriageway of the motorway between Junctions 3 and 1 from the tip of the nosing of the exit slip road at Junction 3 to the first point where the entry slip road leading from the A5139 joins the A59;

“the seventh length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 2 to the tip of the nosing of the entry slip road at Junction 2;

“the eighth length of carriageway” means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 3 to the tip of the nosing of the entry slip road at Junction 4;

“the ninth length of carriageway” means the westbound carriageway of the motorway (Moreton Spur) from the point it leaves the northbound carriageway of the motorway at Junction 2 to its end at Junction 2a;

“the tenth length of carriageway” means the westbound carriageway of the motorway (Moreton Spur) from the point where it leaves the northbound main carriageway at Junction 2 to the centreline of Manor Drive underbridge;

“the eleventh length of carriageway” means the southbound carriageway of the motorway from the centreline of Leasowe Bidston Railway Bridge to a point 700 metres south of the centreline of Moreton South Bridge;

“the twelfth length of carriageway” means the northbound carriageway of the motorway from a point 400 metres south of the centreline of Moreton South Bridge to a point 200 metres north of the centreline of Moreton North Bridge;

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

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

“the third slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 2;

“the fourth slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 2;

“the fifth slip road” means the entry slip road leading to the eastbound carriageway of the motorway (Moreton Spur) at Junction 2a;

“the sixth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 1;

“the seventh slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 1;

“the eighth slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 3;

“the ninth slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 3;

“the tenth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 3;

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

“the twelfth slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 2a;

“the first works period” means periods overnight between 2000 hours and 0600 hours during a period starting on Friday 6th February 2015 and ending on Monday 25th May 2015. However, work may start and continue between the same times on subsequent nights or continue until completed, for such period not exceeding 18 months as shall be required to complete the work;

“the second works period” means a period starting at 0001 hours on Friday 6th February 2015 and ending at 2359 hours on Monday 25th May 2015. 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 third works period” means a period starting at 0001 hours on Friday 6th February 2015 and ending at 2359 hours on Monday 20th April 2015. 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 fourth works period” means three weekends between 2000 hours on Fridays and 0600 hours on Mondays during a period starting on Friday 6th February 2015 and ending on Monday 25th May 2015. However work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

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

“Overall width” has a meaning given in regulation 3(2) of the Road Vehicles (Construction and Use) Regulations 1986**(b)**;

“the lengths of hardshoulder” means the hardshoulder adjacent to the second slip road and tenth length of carriageway;

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 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 article 10 of this Order, during the first works period, no person shall cause or permit any vehicle to enter or proceed in the third, fifth, sixth, seventh, eighth and ninth lengths of carriageway or the first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh and twelfth slip roads.

5. Subject as mentioned in articles 10 and 11 of this Order, during the second works period, no person shall cause or permit any vehicle to be driven in the first, second, third and fourth lengths of carriageway, the first, second, third fourth, fifth and sixth slip roads or in the lengths of hardshoulder at a speed exceeding 50 miles per hour.

(a) S.I. 1982/1163, as amended by S.I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3168, 2004/3258 and 2006/594.

(b) S.I. 1986/1078 to which there are amendments not relevant to this Order.

6. Subject as mentioned in article 10 of this Order, during the second works period, no person shall cause or permit any vehicle to enter or proceed in the fourth slip road.

7. Subject as mentioned in article 10 of this Order, during the third works period, no person shall cause or permit any vehicle to enter or proceed in the third slip road.

8. Subject as mentioned in article 10 of this Order, during the third works period no person shall cause or permit any vehicle with an overall width exceeding 1.98 metres (6' 6") to enter or proceed in a lane of the eleventh and twelfth lengths of carriageway, as indicated by traffic signs.

9. Subject as mentioned in article 10 of this Order, during the fourth works period, no person shall cause or permit any vehicle to enter or proceed in the fifth and seventh lengths of carriageway or the third, fourth, sixth and ninth slip roads.

10. The provisions of articles 4, 5, 6, 7, 8 and 9 of this Order shall apply only at 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 or ambulance services or to any vehicle proceeding at the direction, or with the permission, of a constable, or traffic officer in uniform.

Nothing in articles 4, 6, 7, 8 and 9 of this Order shall apply to vehicles being used in connection with the works, for winter maintenance purposes or by traffic officers.

Nothing in article 8 of this Order shall apply to vehicles with an overall width exceeding 1.98 metres (6' 6") but not exceeding 3.96 metres (13').

11. 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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Store Street
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R Baldwin
Service Delivery Team Leader
Network Delivery & Development Directorate
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21st January 2015

(a) S.I. 2011/935.