STATUTORY INSTRUMENTS

2010 No. 117

ROAD TRAFFIC

The M56 Motorway (Junctions 9-16, Westbound and Eastbound Carriageways, Link and Slip Roads), the M53 and M6 (Link Roads) and the A494 Trunk Road (Temporary Prohibition and Restriction of Traffic) Order 2010

Made - - - -	*12 January 2010*
Coming into force - -	*17 January 2010*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M56 Motorway, its slip roads and link roads, the M53 and M6 Motorways and their link roads and the A494 Trunk Road is satisfied that traffic on sections of those motorways and slip roads and link roads and on the trunk road in Chester East, Cheshire West and Chester and the Districts of Warrington and Halton 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 M56 Motorway (Junctions 9-16, Westbound and Eastbound Carriageways, Link and Slip Roads), the M53 and M6 (Link Roads) and the A494 Trunk Road (Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on 17 January 2010.

2. In this Order:

"the motorway" means the M56 Motorway;

"the trunk road" means the A494 Trunk Road;

"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 tip of the nosing of the exit slip road" means the last point where the slip road leaves the carriageway of the motorway;

"the first length of carriageway" means the westbound carriageway of the motorway from a point 600 metres east of the tip of the nosing of the exit slip road (link road) leading to the northbound carriageway of the M6 Motorway (M56 Junction 9) to a point 300 metres west of the tip of the nosing of the exit slip road at Junction 10;

(**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 second length of carriageway” means the westbound carriageway of the motorway from a point 270 metres east of the eastern parapet of the Newton Lane overbridge to a point 800 metres east of the eastern parapet of the Picton Road overbridge;

“the third length of carriageway” means the eastbound carriageway of the motorway from a point 60 metres west of the western parapet of the Rake Lane overbridge to a point 100 metres east of the tip of the nosing of the entry slip road at Junction 11;

“the fourth length of carriageway” means the westbound carriageway of the motorway from a point 900 metres west of the tip of the nosing of the exit slip road at Junction 10 to a point 550 metres east of the tip of the nosing of the exit slip road at Junction 9;

“the fifth length of carriageway” means the westbound carriageway of the motorway from the tip of the nosing of the exit slip road (link road) leading to the northbound carriageway of the M53 Motorway at Junction 15 to a point 260 metres west of the western abutment of the bridge over the Chester-Rochferry railway;

“the sixth length of carriageway” means the eastbound carriageway of the motorway from a point 260 metres west of the western abutment of the bridge over the Chester-Rochferry railway to the tip of the nosing of the entry slip road leading from the southbound carriageway of the M53 Motorway;

“the seventh length of carriageway” means the westbound carriageway of the motorway from a point 650 metres west of the tip of the nosing of the exit slip road (link road) leading to the northbound carriageway of the M6 Motorway (M56 Junction 9) to the tip of the nosing of the entry slip road at Junction 10;

“the eighth length of carriageway” means the westbound carriageway of the motorway from a point 200 metres east of the tip of the nosing of the exit slip road at Junction 11 to a point 650 metres east of the eastern parapet of the Picton Road overbridge;

“the ninth length of carriageway” means the eastbound carriageway of the motorway from a point 100 metres west of the tip of the nosing of the entry slip road (link road) leading from the southbound carriageway of the M53 Motorway (M56 Junction 15) to a point 100 metres east of the tip of the nosing of the eastbound entry slip road at Junction 11;

“the tenth length of carriageway” means the eastbound carriageway of the motorway from a point 300 metres west of the tip of the nosing of the entry slip road at Junction 10 to a point 550 metres east of the tip of the nosing of the exit slip road at Junction 9;

“the first length of trunk road” means the westbound carriageway of the trunk road from a point 260 metres west of the western abutment of the bridge over the Chester-Rochferry railway to the tip of the nosing of the entry slip road leading from the A540;

“the second length of trunk road” means the eastbound carriageway of the trunk road from the tip of the nosing of the exit slip road leading to the A540 to a point 260 metres west of the western abutment of the bridge over the Chester- Rochferry railway;

“the first link road” means the eastbound link road leading from the motorway at Junction 9 to the M6 Motorway southbound from the tip of the nosing where it diverges from the eastbound carriageway of the motorway to the tip of the nosing where it joins the southbound carriageway of the M6 ;

“the second link road” means the eastbound link road leading from the motorway at Junction 9 to the M6 Motorway northbound from the tip of the nosing where it diverges from the eastbound carriageway of the motorway to the tip of the nosing where it joins the northbound carriageway of the M6;

"the third link road" means the eastbound link road leading from the motorway at Junction 9 to the A50 from the tip of the nosing where it diverges from the eastbound carriageway of the motorway to the tip of the nosing where the M56 westbound link road to the A50 joins the M56 eastbound link road to the A50;

"the fourth link road" means the northbound link road leading from the M6 Motorway at Junction 20 to the westbound carriageway of the motorway from the tip of the nosing where it diverges from the M6 northbound A50 link road;

"the fifth link road" means the northbound link road from the M53 Motorway at Junction 11 to the eastbound carriageway of the motorway at Junction 15 ;

"the sixth link road" means the southbound link road from the M53 Motorway at Junction 11 to the eastbound carriageway of the motorway at Junction 15;

"the first slip roads" means the entry slip roads leading to the westbound an eastbound carriageways of the motorway at Junction 10;

"the second slip roads" means the exit slip roads leading from the westbound and eastbound carriageways of the motorway at Junction 10;

"the third slip roads" means the entry slip roads leading to the westbound and eastbound carriageways of the motorway at Junction 11;

"the fourth slip roads" means the exit slip roads leading from the westbound and eastbound carriageways of the motorway at Junction 11;

"the fifth slip roads" means the entry slip roads leading to the westbound and eastbound carriageways of the motorway at Junction 12;

"the sixth slip roads" means the exit slip roads leading from the westbound and eastbound carriageways of the motorway at Junction 12;

"the seventh slip roads" means the entry slip roads leading to the westbound and eastbound carriageways of the motorway at Junction 14;

"the eighth slip roads" means the exit slip roads leading from the westbound and eastbound carriageways of the motorway at Junction 14;

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

"the lengths of hardshoulder" means the hardshoulder adjacent to the seventh, eighth, ninth and tenth lengths of carriageway;

"the first works period" means periods overnight between 2200 hours and 0500 hours during a period starting on Monday 18 January 2010 and ending on Friday 2 April 2010. However, works may start and continue between the same times on subsequent nights or continue until completed.

"the second works period" means periods over ten nights between 2200 hours and 0500 hours during a period starting on Monday 18 January 2010 and ending on Friday 2 April 2010. However, works may start and continue between the same times on subsequent nights or continue until completed.

"the third works period" means a period over twenty-one nights between 2200 hours and 0500 hours during a period starting on Monday 18 January 2010 and ending on Friday 2 April 2010. However, works may start and continue between the same times on subsequent nights or continue until completed.

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

"the fourth works period" means a period over four nights between 2200 hours and 0500 hours during a period starting on Wednesday 3 February 2010 and ending on Friday 2 April 2010. However, works may start and continue between the same times on subsequent nights or continue until completed.

"the fifth works period" means a period over six nights between 2200 hours and 0500 hours during a period starting on Wednesday 3 February 2010 and ending on Friday 2 April 2010. However, works may start and continue between the same times on subsequent nights or continue until completed.

"the sixth works period" means a period over seven nights between 2200 hours and 0500 hours during a period starting on Wednesday 3 February 2010 and ending on Friday 2 April 2010. However, works may start and continue between the same times on subsequent nights or continue until completed.

"the seventh works period" means a period over twelve nights between 2200 hours and 0500 hours during a period starting on Wednesday 3 February 2010 and ending on Friday 2 April 2010. However, works may start and continue between the same times on subsequent nights or continue until completed.

"the eighth works period" means periods overnight between 2200 hours and 0500 hours during a period starting on Monday 18 January 2010 and ending on Friday 2 April 2010. However, works may start and continue between the same times on subsequent nights or continue until complete.

"works" means loop installation and associated works on the motorway and trunk road;

3. Subject as mentioned in article 12 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first, second, third and fourth lengths of carriageway at a speed exceeding 50 miles per hour.

4. Subject as mentioned in article 12 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 first length of trunk road.

5. Subject as mentioned in article 12 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the sixth length of carriageway or the second length of trunk road.

6. Subject as mentioned in article 12 of this Order, during the fourth works period, no person shall cause or permit any motor vehicle to enter or proceed in the first, second, third and fourth link roads.

7. Subject as mentioned in article 12 of this Order, during the fifth works period, no person shall cause or permit any motor vehicle to enter or proceed in the first, second, third and fourth slip roads.

8. Subject as mentioned in article 12 of this Order, during the sixth works period, no person shall cause or permit any motor vehicle to enter or proceed in the fifth, sixth, seventh and eighth slip roads.

9. Subject as mentioned in article 12 of this Order, during the seventh works period, no person shall cause or permit any motor vehicle to enter or proceed in the fifth and sixth link roads.

10. Subject as mentioned in article 12 of this Order, during the eighth works period, no person shall cause or permit any motor vehicle to be driven in the lengths of hardshoulder at a speed exceeding 50 miles per hour.

11. 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.

12. The provisions of articles 3, 4, 5, 6, 7, 8, 9 and 10 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 of, or with the permission of, a police or traffic officer in uniform.

And nothing in articles 4, 5, 6, 7, 8 and 9 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

Signed by authority of the Secretary of State for Transport

City Tower
Piccadilly Plaza
Manchester
M1 4BE

A Withington
Area Performance Manager
Network Operations Division
Highways Agency

12 January 2010

[DFT 1617]

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