STATUTORY INSTRUMENTS

2011 No. 527

ROAD TRAFFIC

The M53 Motorway (Junctions 5-1 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011

Made - - - -	*22nd February 2011*
Coming into force - -	*25th February 2011*

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 eight 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) 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 5-1 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 25th February 2011.

2. In this Order:

"the motorway" means the M53 Motorway between Junctions 5 and 1;

"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 southbound carriageway of the motorway from the start of the motorway to the tip of the nosing of the entry slip road at Junction 2;

"the second length of carriageway" means the northbound carriageway of the motorway from a point 400 metres south of the tip of the nosing of the exit slip road at Junction 4 to a point 200 metres north of the tip of the nosing of the exit slip road at Junction 2;

"the third length of carriageway" means the northbound carriageway of the motorway from a point 1 kilometre south of the tip of the nosing of the exit slip road at Junction 4 to a point 400 metres north of the tip of the nosing of the exit slip road at Junction 2;

(**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 fourth length of carriageway" means the southbound carriageway of the motorway from a point 1.2 kilometres south of the tip of the nosing of the entry slip road at Junction 3 to a point 1.1 kilometres north of the tip of the nosing of the exit slip road at Junction 4;

"the fifth length of carriageway" means the southbound carriageway of the motorway from a point 200 metres south of the tip of the nosing of the entry slip road at Junction 3 to a point 900 metres north of the tip of the nosing of the tip of the nosing of the exit slip road at Junction 4;

"the first slip road" means the entry slip leading to the southbound carriageway of the motorway at Junction 1;

"the second slip roads" means the exit and entry slip roads leading from and to the northbound carriageway of the motorway at Junction 4;

"the third slip roads" means the exit and entry slip roads leading from and to the northbound carriageway of the motorway at Junction 3;

"the fourth slip roads" means the exit and entry slip roads leading from and to the northbound carriageway of the motorway at Junction 2;

"the fifth slip road" means the exit slip road leading from the southbound carriageway of the motorway at Junction 2;

"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 second length of carriageway;

"the second length of hardshoulder" means the hardshoulder adjacent to the fourth length of carriageway;

"the first works period" means a period over two nights between 2200 hours and 0500 hours during a period starting on Saturday 26 February 2011 and ending on Saturday 5 March 2011. 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 work;

"the second works period" means a period over fourteen nights between 2200 hours and 0500 hours during a period starting on Saturday 26 February 2011 and ending on Thursday 31 March 2011. 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 work;

"the third works period" means a period over three nights between 2200 hours and 0500 hours during a period starting on Saturday 26 February 2011 and ending on Thursday 31 March 2011. 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 work;

"the fourth works period" means a period over two nights between 2200 hours and 0500 hours during a period starting on Saturday 1 April 2011 and ending on Thursday 21 April 2011. 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 work;

"works" means resurfacing, road marking, loop cutting, and maintenance works on the motorway;

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

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 article 10 of this Order, during the first works period, no person shall cause or permit any motor vehicle to enter or proceed in the first length of carriageway or the first slip road.

5. Subject as mentioned in article 10 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the second, third or fourth slip roads or the second length of carriageway.

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

7. Subject as mentioned in article 10 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.

8. Subject as mentioned in article 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 hardshoulder or the fifth length of carriageway at a speed exceeding 50 miles per hour.

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

10. The provisions of articles 4, 5, 6, 7, 8 and 9 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, 7 and 9 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

A Withington
Area Performance Manager
Network Delivery & Development Directorate
Highways Agency

Piccadilly Gate
Store Street
Manchester
M1 2WD

22nd February 2011

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