S T A T U T O R Y I N S T R U M E N T S

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 1from 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;