

2014 No. 2952

ROAD TRAFFIC

**The M58 Motorway (Junctions 3 – 6 Eastbound and Westbound
Carriageways and Slip Roads) (Temporary Prohibition and
Restriction of Traffic) Order 2014**

Made - - - - *9th October 2014*

Coming into force - - *29th October 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M58 Motorway and its slip and link roads, is satisfied that traffic on sections of that motorway and on nine of those slip and one of those link roads in the District of West Lancashire in the County of Lancashire 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) and regulation 16(2) of the Motorway Traffic (England and Wales) Regulations (b) hereby makes the following Order:-

1. This Order may be cited as the M58 Motorway (Junctions 3-6 Eastbound and Westbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 29th October 2014.

2. In this Order:

“the motorway” means the M58 Motorway between Junctions 3 and 6;

“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;

“the first length of carriageway” means the eastbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 4 to the point where the centre point of the eastbound carriageway meets the circulatory carriageway of the western roundabout at Orrell Interchange (M6 Junction 26);

“the second length of carriageway” means the westbound carriageway of the motorway from the point where the centre point of the westbound carriageway leaves the circulatory carriageway of the western roundabout at Orrell Interchange (M6 Junction 26) to the tip of the nosing of the entry slip road at Junction 4;

(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, 2004/3258 and 2006/594.

“the third length of carriageway” means the eastbound carriageway of the motorway from a point 400 metres east of the centreline of Glenburn Road East to a point 50 metres east of the centreline of Whiteledge Road Bridge;

“the fourth length of carriageway” means the eastbound carriageway of the motorway from a point 50 metres east of the centreline of Whiteledge Road Bridge to the point where the centre point of the eastbound carriageway meets the circulatory carriageway of the western roundabout at Orrell Interchange (M6 Junction 26);

“the fifth length of carriageway” means the westbound carriageway of the motorway from the point where the centre point of the westbound carriageway leaves the circulatory carriageway of the western roundabout at Orrell Interchange (M6 Junction 26) to a point 575 metres west of the centreline of Stannanought Road Bridge (A577);

“the sixth length of carriageway” means the eastbound carriageway of the motorway from a point 200 metres west of the centreline of Stannanought Road Bridge (A577) to a point 315 metres west of the centreline of Moor Road overbridge (B5206);

“the seventh length of carriageway” means the westbound carriageway of the motorway from a point 300 metres west of the point where the centre point of the westbound carriageway leaves the circulatory carriageway of the western roundabout at Orrell Interchange (M6 Junction 26) to a point 330 metres west of the centreline of Stannanought Road Bridge (A577);

“the eighth length of carriageway” means the westbound carriageway of the motorway from a point 100 metres west of the centreline of Moor Road overbridge (B5206) to a point 320 metres west of the centreline of Stannanought Road Bridge (A577);

“the ninth length of carriageway” means the eastbound carriageway of the motorway from a point 100 metres west of the centreline of Moor Road overbridge (B5206) to a point 320 metres west of the centreline of Stannanought Road Bridge (A577);

“the tenth length of carriageway” means the eastbound carriageway of the motorway from the centreline of Whiteledge Road Bridge to a point 235 metres west of where the centre point of the eastbound carriageway meets the circulatory carriageway of the western roundabout at Orrell Interchange (M6 Junction 26);

“the eleventh length of carriageway” means the eastbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 3 to the point where the centre point of the eastbound carriageway joins the circulatory carriageway of the western roundabout at Orrell Interchange (M6 Junction 26);

“the twelfth length of carriageway” means the westbound carriageway from the point where the centre point of the westbound carriageway leaves the circulatory carriageway of the western roundabout at Orrell Interchange (M6 Junction 26) to the tip of the nosing of the entry slip road at Junction 5;

“the first slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 5 from the A577 Stannanought Road northbound;

“the second slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 5 from the A577 Stannanought Road southbound;

“the third slip road” means the exit slip road leading from the eastbound carriageway of the motorway at Junction 5;

“the fourth slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 5;

“the fifth slip road” means the entry slip road leading to the westbound carriageway of the motorway at Junction 5;

“the sixth slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 4;

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

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

“the ninth slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 5;

“the link road” means the eastbound ghost link road at Junction 5 of the motorway;

“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 seventh length of carriageway;

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

“the first works period” means periods overnight between 2200 hours and 0500 hours during the following periods:

- i. starting on Thursday 30 October 2014 and ending on Saturday 1 November 2014; and
- ii. starting on Saturday 22 November 2014 and ending on Monday 24 November 2014. 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 starting at 0500 hours on Saturday 1 November 2014 and ending at 2200 hours on Saturday 22 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 third works period” means a period starting at 0500 hours on Thursday 30 October 2014 and ending at 2200 hours on Monday 24 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 carriageway re-construction, resurfacing, road renewal and maintenance works.

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 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.

4. Subject as mentioned in article 11 of this Order, during the first works period, no person shall cause or permit any motor vehicle to enter or proceed in the first and second lengths of carriageway, the first, second, third, fourth, fifth, sixth and seventh slip road or the link road.

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

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

5. Subject as mentioned in articles 11 and 12 of this Order, during the second works period, no person shall cause or permit any motor vehicle to be driven in the third length of carriageway or the sixth slip road at a speed exceeding 50 miles per hour.

6. Subject as mentioned in articles 11 and 12 of this Order, during the second works period, no person shall cause or permit any motor vehicle to be driven in the fourth, fifth, eighth and ninth lengths of carriageway, the third, fourth and fifth slip roads, the link road or the length of hardshoulder defined in article 2 at a speed exceeding 40 miles per hour.

7. Subject as mentioned in article 11 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the sixth length of carriageway or the first and second slip roads.

8.

1. During such times as pursuant to article 11 of this Order, during the second works period, movement of traffic is prohibited in any lane of the eighth length of carriageway but is not prohibited in any lane of the ninth length of carriageway, no person shall cause or permit any motor vehicle to enter or proceed in one or more lanes of the ninth length of carriageway in any direction other than westbound;

2. When pursuant to article 11 of this Order, movement is prohibited in one or more lanes of a carriageway but is not prohibited in any lane of the corresponding length of the other carriageway. The provisions of this article with respect to that other carriageway shall apply to that length of carriageway.

9. Subject as mentioned in article 11 of this Order, during the second works period, no person shall cause or permit any motor vehicle with an overall width exceeding 1.95 metres (6 feet 6 inches) to enter or proceed in a lane of the fifth and tenth lengths of carriageway, as indicated by traffic signs.

10. Subject as mentioned in article 11 of this Order, during the third works period, no person shall cause or permit any motor vehicle with an overall width exceeding 2.9 metres (9 feet 6 inches), to enter or proceed in lanes of the eleventh and twelfth lengths of carriageway or the third, sixth, seventh, eighth and ninth slip roads, as indicated by traffic signs.

11. The provisions of articles 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, or with the permission, of a constable, or a traffic officer in uniform.

And nothing in articles 4, 7, 9 and 10 of this Order shall apply to any vehicle being used in connection with the said works, for winter maintenance purposes, or by traffic officers.

12. 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
Manchester
M1 2WD

R Baldwin
Service Delivery Team Leader
Network Delivery & Development Directorate
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9th October 2014

^(a) S.I. 2011/935.