

2010 No. 2499

ROAD TRAFFIC

The M56 Motorway (Junction 7 Bowden View Bridge and Westbound and Eastbound Carriageways, Link Road and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2010

Made - - - - - *21 September 2010*
Coming into force - - - - - *30 September 2010*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M56 Motorway, its slip roads and link roads, is satisfied that traffic on sections of that motorway and on some of those slip roads and one of its link roads, in Cheshire East 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 (Junction 7 Bowden View Bridge and Westbound and Eastbound Carriageways, Link Road and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on 30 September 2010.

2. In this Order:

“the motorway” means the M56 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 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 eastbound carriageway of the motorway, from the tip of the nosing of the exit slip road at Junction 9, to the tip of the nosing of the entry slip road at Junction 6;

“the second length of carriageway” means the eastbound carriageway of the motorway, from the tip of the nosing of the exit slip road at Junction 7, to the tip of the nosing of the tip of the nosing of the entry slip road at Junction 7;

(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 third length of carriageway” means the westbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 6, to the tip of the nosing of the entry slip road at Junction 8;

“the fourth length of carriageway” means the eastbound carriageway of the motorway from the centreline of Chester Road bridge, to a point 5 metres east of the tip of the nosing of the exit slip road at Junction 7;

“the fifth length of carriageway” means the eastbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 9, to the tip of the nosing of the entry slip road at Junction 7.

“the link road” means the link road leading from the M6 Motorway and A50 to the eastbound carriageway of the motorway at Junction 9;

“the first slip road” means the exit slip road leading from the eastbound carriageway of the motorway at Junction 7;

“the second slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 7;

“the third slip road” means the entry slip road leading to the westbound carriageway of the motorway at Junction 6;

“the fourth slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 7;

“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 fourth length of carriageway and the first and second slip roads;

“the first works period” means periods over four weekends starting at 2200 hours on Fridays and ending at 0500 hours on Mondays during a period starting on Friday 1 October 2010 and ending on Monday 8 November 2010. However, works may start and continue on subsequent weekends for such period not exceeding 18 months as shall be required to complete the works;

“the second works period” means periods over four nights between 2200 hours and 0500 hours during a period starting on Monday 4 October 2010 and ending on Wednesday 3 November 2010. However, works 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 works;

“the third works period” means a period starting at 2200 hours on Friday 1 October 2010 and ending at 0500 hours on Monday 11 October 2010, and a period starting at 2200 hours on Friday 29 October 2010 and ending at 0500 hours on Monday 8 November 2010. However, works may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

“works” means bridge demolition and replacement works on the motorway;

3. Subject as mentioned in article 9 of this Order, during the first and second works periods, no person shall cause or permit any motor vehicle to be driven in the first and second slip roads or the lengths of hardshoulder at a speed exceeding 40 miles per hour.

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

4. Subject as mentioned in article 9 of this Order, during the first works period, no person shall cause or permit any motor vehicle to enter or proceed in the first, second or third lengths of carriageway or the first, second or third slip roads.

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

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

7. Subject as mentioned in article 9 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the second length of carriageway.

8. 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.

9. The provisions of articles 3, 4, 5, 6, and 7 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 constable or traffic officer in uniform.

And nothing in articles 4, 5, 6 and 7 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

Piccadilly Gate
Store Street
Manchester
M1 2WD

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

21 September 2010

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