

**2014 No. 1947**

**ROAD TRAFFIC**

**The M56 Motorway (Junctions 4-8 Eastbound and Westbound  
Carriageways and Slip Roads) (Temporary Prohibition and  
Restriction of Traffic) Order 2014**

<i>Made</i> -   -   -   -	<i>1st July 2014</i>
<i>Coming into force</i> -   -	<i>3rd July 2014</i>

WHEREAS the Secretary of State for Transport, being the traffic authority for the M56 Motorway and its slip roads, is satisfied that traffic on sections of that motorway and on four of those slip roads in the Districts of Manchester and Trafford in Greater Manchester 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) & (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 4-8 Eastbound and Westbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 3rd July 2014.

**2.** In this Order:

“the motorway” means the M56 Motorway between Junctions 4 and 8;

“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 eastbound carriageway of the motorway from a point 150 metres west of the centreline of Chapel Lane overbridge to a point 120 metres east of the centreline of Airport Link North overbridge;

“the second length of carriageway” means the westbound carriageway of the motorway from a point 135 metres south of the centreline of Hollyhedge Road overbridge to a point 680 metres east of the centreline of Wilmslow Road underbridge;

“the third length of carriageway” means the eastbound 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 5;

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(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 westbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 5 to the tip of the nosing of the entry slip road at Junction 6;

“the fifth length of carriageway” means the eastbound carriageway of the motorway from a point 370 metres east of the centreline of Wilmslow Road underbridge to a point 75 metres west of the centreline of Airport Link North overbridge;

“the sixth length of carriageway” means the westbound carriageway of the motorway from a point 170 metres west of the centreline of Matson Walk New footbridge to a point 660 metres east of the centreline of Wilmslow Road underbridge;

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

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

“the third slip road” means the entry slip road leading to the eastbound 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 6;

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

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

“the first lengths of hardshoulder” means the hardshoulder adjacent to the fifth and sixth lengths of carriageway;

“the second lengths of hardshoulder” means the hardshoulder adjacent to the first and second slip roads.

“the first works period” means periods overnight between 2200 hours and 0600 hours during the following periods:

- i. starting on Monday 7 July 2014 and ending on Friday 31 October 2014; and
- ii. starting on Tuesday 18 November 2014 and ending on Tuesday 31 March 2015.

However, work 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 three weekends between 2200 hours on Fridays and 0500 hours on Mondays during a period starting on Friday 4 July 2014 and ending on Monday 28 July 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 Monday 7 July 2014 and ending at 2200 hours on Friday 31 October 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 fourth works period” means three weekends between 2200 hours on Fridays and 0500 hours on Mondays during a period starting on Friday 31 October 2014 and ending on Monday 17 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;

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(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.

“works” means bridge replacement and associated works at Thorley Lane Bridge.

- 3.** Subject as mentioned in articles 10 and 11 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first and second lengths of carriageway, the first and second slip roads or the first and second lengths of hardshoulder at a speed exceeding 50 miles per hour.
- 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 fifth and sixth lengths of carriageway.
- 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 third and fourth lengths of carriageway or the first, second, third and fourth slip roads.
- 6.** Subject as mentioned in articles 10 and 11 of this Order, during the third works period, no person shall cause or permit any motor vehicle to be driven in the first and second lengths of carriageway, the first and second slip roads or the first and second lengths of hardshoulder 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 with an overall width exceeding 2.0 metres (6 feet 6 inches), to enter or proceed in a lane of the fifth and sixth lengths of carriageway, as indicated by traffic signs.
- 8.** 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 third and fourth lengths of carriageway or the first, second, third and fourth slip roads.
- 9.** 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<sup>(a)</sup> 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.
- 10.** The provisions of articles 3, 4, 5, 6, 7 and 8 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 8 of this Order shall apply to any vehicle being used in connection with the said works, or vehicles being used for winter maintenance purposes or by traffic officers.

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

**11.** 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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Manchester  
M1 2WD

*R Baldwin*  
Service Delivery Team Leader  
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1st July 2014

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(a) S.I. 2011/935