

2014 No. 2814

ROAD TRAFFIC

The M56 Motorway (Junctions 9-6 Eastbound Carriageway and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014

Made - - - - *7th October 2014*

Coming into force - - *12th October 2014*

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 three of those slip roads in Cheshire East and the District of Manchester 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) and (7) of the Road Traffic Regulation Act 1984(a) and regulation 16(2) of the Motorway Traffic (England and Wales) Regulations 1982(b) hereby makes the following Order:-

1. This Order may be cited as the M56 Motorway (Junctions 9-6 Eastbound Carriageway and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 12th October 2014.

2. In this Order:

“the motorway” means the M56 Motorway between Junctions 9 and 6;

“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 400 metres west of the centreline of Hope Cottage overbridge to a point 400 metres east of the centreline of Castle Mill Lane overbridge;

“the second length of carriageway” means the eastbound carriageway of the motorway from a point 600 metres west of the centreline of Yarwood Heath Lane overbridge to a point 300 metres west of the centreline of Hope Cottage overbridge;

“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 7 to the tip of the nosing of the entry slip road at Junction 6;

(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 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 exit slip road leading from the eastbound 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);

“the length of hardshoulder” means the hardshoulder adjacent to the second 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 a period starting at 0000 hours on Monday 13th October 2014 and ending at 2359 hours on Tuesday 31st March 2015. 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 second works period” means periods overnight between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 13th October 2014 and ending on Tuesday 31st March 2015. 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 works associated with the M56 Junction 7 Pinch Point Scheme 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 articles 7 and 8 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first length of carriageway, the first and second slip roads or the length of hardshoulder at a speed exceeding 50 miles per hour.

5. Subject as mentioned in article 7 of this Order, during the first 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 second length of carriageway, as indicated by traffic signs.

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

(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.

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

8. 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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R Baldwin
Service Delivery Team Leader
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7th October 2014

(a) S.I. 2011/935.