

**2014 No. 3511**

**ROAD TRAFFIC**

**The M56 Motorway (Junctions 1-6 Westbound and Eastbound  
Carriageways and Slip Roads) (Temporary Prohibition and  
Restriction of Traffic) Order 2014**

*Made* - - - - *8th October 2014*

*Coming into force* - - *26th 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 five of those slip roads in the Districts of Manchester, Trafford and Stockport 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) 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 1-6 Westbound and Eastbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 26th October 2014.

2. In this Order:

“the motorway” means the M56 Motorway between Junctions 1 and 6;

“the first length of carriageway” means the eastbound carriageway of the motorway from a point 1800 metres west of the centreline of Sunbank Lane overbridge to a point 2100 metres west of the centreline of Tuffley Road overbridge;

“the second length of carriageway” means the westbound carriageway of the motorway from a point 1150 metres east of the centreline of Tuffley Road overbridge to a point 400 metres west of the centreline of Sunbank Lane overbridge;

“the third length of carriageway” means the eastbound carriageway of the motorway from a point 500 metres west of the centreline of Sunbank Lane overbridge to a point 2300 metres west of the centreline of Tuffley Road overbridge;

“the fourth length of carriageway” means the westbound carriageway of the motorway from a point 200 metres west of the centreline of Sunbank Lane overbridge to a point 1950 metres west of the centreline of Tuffley Road overbridge;

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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.  
(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 6;

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

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

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

“the fifth slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 2;

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

“the first length of hardshoulder” means the hardshoulder adjacent to the third length of carriageway;

“the second length of hardshoulder” means the hardshoulder adjacent to the fourth length of carriageway;

“the 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 27th October 2014 and ending on Friday 12th December 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;

“works” means resurfacing, lighting, barrier 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 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.

**4.** Subject as mentioned in articles 6 and 7 of this Order, during the works period, no person shall cause or permit any motor vehicle to be driven in the first and second lengths of carriageway or the first and second lengths of hardshoulder at a speed exceeding 50 miles per hour.

**5.** Subject as mentioned in article 6 of this Order, during the 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, fourth and fifth slip roads.

**6.** The provisions of articles 4 and 5 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 article 5 of this Order shall apply to any vehicle being used in connection with the said works, 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.

7. 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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8th October 2014

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(a) S.I. 2011/935.