

2011 No. 1919

ROAD TRAFFIC

**The M56 Motorway (Junctions 1- 6 Westbound and Eastbound
Carriageways and Slip Roads) (Temporary Prohibition and
Restriction of Traffic) Order 2011**

Made - - - - *27th July 2011*
Coming into force - - *31st July 2011*

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 nine of those slip roads in the Districts of Stockport, 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) 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 (Junctions 1-6 Westbound and Eastbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 31st July 2011.

2. In this Order:

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

“the first length of carriageway” means the westbound carriageway of the motorway (Sharston Link) from the diverge with the M60 clockwise at Junction 3 to the merge with the M56 westbound at Junction 3;

“the second length of carriageway” means the eastbound carriageway of the motorway (Sharston Link) from the diverge with the M56 eastbound at Junction 3 to the merge with the M60 anticlockwise at Junction 3;

“the third length of carriageway” means the eastbound carriageway of the motorway from the centreline of Hasty Lane underbridge to the centreline of Blackcarr Railway underbridge;

“the fourth length of carriageway” means the westbound carriageway of the motorway from the centreline of Hollyhedge Road overbridge to the centreline of Chapel Lane overbridge;

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

“the second slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 2;

“the third slip road” means the exit slip road leading from the eastbound carriageway of the motorway at Junction 3a;

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

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

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

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

“the eighth slip road” means the entry slip road leading to the westbound carriageway of the motorway from the A34 southbound;

“the ninth slip road” means the exit slip road leading from the eastbound carriageway of the motorway at Junction 1 to the A34 northbound;

“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 over fifteen nights between 2200 hours and 0500 hours during a period starting on Monday 1 August 2011 and ending on Thursday 1 September 2011. 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, road marking and pavement re-texturing works on the motorway;

3. 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 first or second lengths of carriageway, or the first, second, third, fourth, fifth, sixth, seventh, eighth or ninth slip roads.

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 fifth or sixth lengths of carriageway or the first or second lengths of hardshoulder at a speed exceeding 50 miles per hour.

5. 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 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.

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

6. The provisions of articles 3 and 4 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 3 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

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.

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A Withington
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27th July 2011

^(a) S.I 2011/935.