

**2014 No. 401**

**ROAD TRAFFIC**

**The M56 Motorway (Junctions 1-3 Westbound and Eastbound  
Carriageways and Slip Roads) (Temporary Prohibition and  
Restriction of Traffic) Order 2014**

*Made* - - - - *18th February 2014*

*Coming into force* - - *21st February 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 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) and (7) of the Road Traffic Regulation Act 1984(a) and regulation 16(2) of the Motorway Traffic (England and Wales) Regulations (b) hereby makes the following Order:-

1. This Order may be cited as the M56 Motorway (Junctions 1-3 Westbound and Eastbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 21st February 2014.

2. In this Order:

“the motorway” means the M56 Motorway between Junctions 1 and 3;

“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 (Sharston Link) from a point 100 metres west of the centreline of Blackcarr overbridge to a point 200 metres east of the centreline of Underbank bridge;

“the second length of carriageway” means the westbound carriageway of the motorway (Sharston Link) from a point 100 metres east of the centreline of Lansdowne overbridge to a point 200 metres west of the centreline of Longley Lane overbridge;

“the third length of carriageway” means the eastbound carriageway of the motorway (Sharston Link) from the tip of the nosing of the exit slip road at Junction 3 to the end point of the motorway where it merges with the M60 anticlockwise carriageway at Junction 1;

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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 fourth length of carriageway” means the westbound carriageway of the motorway (Sharston Link) from the last point where it leaves the M60 clockwise carriageway to its merge with the M56 westbound carriageway at Junction 3;

“the fifth length of carriageway” means the eastbound carriageway of the motorway (Sharston Link) from a point 150 metres east of the centreline of Longley Lane overbridge to a point 100 metres east of the centreline of Underbank bridge;

“the sixth length of carriageway” means the westbound carriageway of the motorway (Sharston Link) from a point 350 metres west of the centreline of Lansdowne overbridge to a point 50 metres east of the centreline of Longley Lane overbridge;

“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 entry slip road leading to the westbound carriageway of the motorway from the A34 southbound from a point 350 metres east of the centreline of Lansdowne overbridge to the first point where it merges with the westbound carriageway of the motorway;

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

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

“the fifth 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 fifth length of carriageway;

“the second length of hardshoulder” means the hardshoulder adjacent to the sixth 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 2200 hours on Saturday 22 February 2014 and ending at 0500 hours on Monday 19 May 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 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 Saturday 22 February 2014 and ending on Monday 19 May 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;

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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 structural repair works to the Cheadle Branch Railway Bridge.

**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 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.

**4.** Subject as mentioned in articles 8 and 9 of this Order, during the second 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 slip roads at a speed exceeding 50 miles per hour, and no person shall during the first and second works periods cause or permit any motor vehicle to be driven in the first and second lengths of hardshoulder defined in article 2 of this Order at a speed exceeding 50 miles per hour.

**5.** Subject as mentioned in article 8 of this Order, during the second works period, no person shall cause or permit any motor vehicle with an overall width exceeding 1.95 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.

**6.** Subject as mentioned in article 8 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the fifth and sixth lengths of carriageway.

**7.** Subject as mentioned in article 8 of this Order, during the first and second works period, no person shall cause or permit any motor vehicle to enter or proceed in the third or fourth lengths of carriageway, or the first, third, fourth or fifth slip roads.

**8.** The provisions of articles 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, or with the permission, of a constable, or a traffic officer in uniform.

And nothing in articles 5, 6 and 7 of this Order shall apply to any vehicle being used in connection with the said works, for winter maintenance purposes, or by traffic officers.

**9.** 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

Piccadilly Gate  
Store Street  
Manchester  
M1 2WD

*R Baldwin*  
Service Delivery Team Leader  
Network Delivery & Development Directorate  
Highways Agency

18th February 2014

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(a) S.I. 2011/935.