

**2013 No. 2363**

**ROAD TRAFFIC**

**The M56 Motorway (Junctions 8-15 Westbound and Eastbound)  
and the M6 (Junction 20 Northbound and Southbound)  
(Temporary Prohibition and Restriction of Traffic) Order 2013**

*Made* - - - - *28th August 2013*

*Coming into force* - - *1st September 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M56 and M6 Motorways and their slip and link roads, is satisfied that traffic on sections of those motorways, on fourteen of those slip roads and on five of those link roads in Cheshire East, Cheshire West and Chester and the Districts of Warrington and Halton 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 8-15 Westbound and Eastbound) and the M6 (Junction 20 Northbound and Southbound) (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 1st September 2013.

2. In this Order:

“the first length of carriageway” means the southbound carriageway of the M6 Motorway from a point 1400 metres south of the centreline of the A574 overbridge to a point 200 metres south of the centreline of Swineyard Lane overbridge;

“the second length of carriageway” means the northbound carriageway of the M6 Motorway from a point 850 metres south of the centreline of Swineyard Lane overbridge to a point 2000 metres south of the centreline of the A574 overbridge;

“the third length of carriageway” means the westbound carriageway of the M56 Motorway from a point 750 metres east of the centreline of Cliff Lane (A50) overbridge to a point 300 metres east of the centreline of Cryers Lane overbridge;

“the fourth length of carriageway” means the eastbound carriageway of the M56 Motorway from a point 350 metres west of the centreline of Cryers Lane overbridge to a point 100 metres east of the centreline of Cliff Lane (A50) 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, 2004/3168, 2004/3258 and 2006/594.

“the fifth length of carriageway” means the southbound carriageway of the M6 Motorway from a point 2250 metres south of the centreline of the A574 overbridge to the centreline of Swineyard Lane overbridge;

“the sixth length of carriageway” means the northbound carriageway of the M6 Motorway from the centreline of Swineyard Lane overbridge to a point 2200 metres south of the centreline of the A574 overbridge;

“the seventh length of carriageway” means the westbound carriageway of the M56 Motorway from a point 100 metres west of the centreline of Cliff Lane (A50) overbridge to a point 500 metres east of the centreline of Cryers Lane overbridge;

“the eighth length of carriageway” means the eastbound carriageway of the M56 Motorway from a point 500 metres east of the centreline of Cryers Lane overbridge to a point 100 metres west of the centreline of Cliff Lane (A50) overbridge;

“the first slip roads” means the exit and entry slips leading from and to the eastbound carriageway of the M56 Motorway at Junction 10;

“the second slip roads” means the exit and entry slip roads leading from and to the westbound carriageway of the M56 Motorway at Junction 10;

“the third slip roads” means the exit and entry slip roads leading from and to the eastbound carriageway of the M56 Motorway at Junction 11;

“the fourth slip roads” means the exit and entry slip roads leading from and to the westbound carriageway of the M56 Motorway at Junction 11;

“the fifth slip roads” means the exit and entry slip roads leading from and to the eastbound carriageway of the M56 Motorway at Junction 12;

“the sixth slip roads” means the exit and entry slip roads leading from and to the westbound carriageway of the M56 Motorway at Junction 12;

“the seventh slip roads” means the exit and entry slip roads leading from and to the eastbound carriageway of the M56 Motorway at Junction 14;

“the eighth slip roads” means the exit and entry slip roads leading from and to the westbound carriageway of the M56 Motorway at Junction 14;

“the ninth slip road” means the exit slip road leading from “the second link road” to “the tenth slip road”;

“the tenth slip road” means the exit slip road leading from “the fourth link road” at M6 Junction 20 to the A50 at M6 Junction 20A;

“the eleventh slip road” means the entry slip road leading from the A50 to the southbound carriageway of the M6 Motorway at Junction 20A;

“the twelfth slip road” means the exit slip road leading from “the eleventh slip road” to “the fifth link road”;

“the thirteenth slip road” means the exit slip road leading from southbound carriageway of the M6 Motorway at Junction 20A to the A50;

“the fourteenth slip road” means the entry slip road leading from the A50 to the M6 northbound carriageway at Junction 20A;

“the first link road” means the link road leading from the eastbound carriageway of the M56 Motorway at Junction 9 to the southbound carriageway of the M6 Motorway at Junction 20;

“the second link road” means the link road leading from the eastbound carriageway of the M56 Motorway at Junction 9 to the northbound carriageway of the M6 Motorway at Junction 20;

“the third link road” means the link road leading from the westbound carriageway of the M56 Motorway at Junction 9 to the northbound carriageway of the M6 Motorway at Junction 20;

“the fourth link road” means the link road leading from the northbound carriageway of the M6 Motorway at Junction 20 to the westbound carriageway of the M56 Motorway at Junction 9;

“the fifth link road” means the link road leading from the southbound carriageway of the M6 Motorway at Junction 20 to the eastbound and westbound carriageway of the M56 Motorway at Junction 9;

“the first length of link road” means “the second link road”, from the point where “the ninth slip road” diverges, to the point where it joins the M6 northbound carriageway at Junction 20;

“the second length of link road” means “the third link road”, from the point where the slip road to the A50 diverges, to the point where it joins the M6 northbound carriageway at Junction 20;

“the third length of link road” means “the fifth link road”, from the point where it diverges from the M6 southbound carriageway to where “the twelfth slip road” merges with “the fifth link road”;

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

“the lengths of hardshoulder” means the hardshoulder adjacent to the fifth, sixth, seventh and eighth lengths 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 2 September 2013 and ending on Friday 8 November 2013. 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 and associated works and routine maintenance on the M56 and M6 Motorways.

**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 fifth, sixth, seventh and eighth lengths of carriageway, the first to fifth link roads, the first to third lengths of link road and the first to fourteenth 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 first, second, third and fourth lengths of carriageway or the 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 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.

**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.

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

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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*B Parker*  
Service Delivery Team Leader  
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28th August 2013

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(a) S.I 2011/935.