STATUTORY INSTRUMENTS

2015 No. 1093

ROAD TRAFFIC

The M6 Motorway (Junctions 19-20A Northbound and Southbound Carriageways, Link and Slip Roads), the M56 and Knutsford Service Area (Temporary Prohibition and Restriction of Traffic) Order 2015

Made - - - -	*18th February 2015*
Coming into force - -	*22nd February 2015*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 and M56 Motorways and their link and slip roads, is satisfied that traffic on sections of the M6 Motorway, on five of those link roads and on five of those slip roads in the District of Warrington and Cheshire East 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 Motorways Traffic (England and Wales) Regulations 1982(**b**), hereby makes the following Order:-

1. This Order may be cited as the M6 Motorway (Junctions 19-20A Northbound and Southbound Carriageways, Link and Slip Roads), the M56 and Knutsford Service Area (Temporary Prohibition and Restriction of Traffic) Order 2015 and shall come into force on 22nd February 2015.

2. In this Order:

"the tip of the nosing of the exit slip road" means the last point at which the slip road leaves the carriageway of the motorway;

"the tip of the nosing of the entry slip road" means the first point at which the slip road joins the carriageway of the motorway;

"the motorway" means the M6 Motorway between Junctions 19 and 20A;

"the first length of carriageway" means the northbound carriageway of the motorway from a point 100 metres south of the centreline of Sudlow Lane overbridge to a point 700 metres north of the centreline of Arley Bridle Road overbridge;

"the second length of carriageway" means the southbound carriageway of the motorway from a point 200 metres south of the centreline of Moss Oaks Farm overbridge to a point 300 metres north of the centreline of Tabley Vale Lane overbridge (carrying Tabley Hill Lane);

(**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 third length of carriageway" means the northbound carriageway of the motorway from a point 400 metres north of the centreline of Tabley Vale Lane overbridge (carrying Tabley Hill Lane) to a point 500 metres north of the centreline of Arley Bridle Road overbridge;

"the fourth length of carriageway" means the southbound carriageway of the motorway from a point 500 metres north of the centreline of Arley Bridle Road overbridge to a point 600 metres north of the centreline of Tabley Vale Lane overbridge (carrying Tabley Hill Lane);

"the fifth length of carriageway" means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 19 to the first point where the Junction 20 link road from the M56 westbound joins the carriageway;

"the sixth length of carriageway" means the southbound carriageway of the motorway from the last point where the Junction 20a link road to the M56 leaves the carriageway to the tip of the nosing of the entry slip road at Junction 19;

"the first link road" means the link road leading from the northbound carriageway of the motorway at Junction 20 to the westbound carriageway of the M56 Motorway and the A50, from its diverge from the northbound carriageway of the motorway to the point where the links to the M56 and A50 diverge;

"the second link road" means the link road leading from the northbound carriageway of the motorway at Junction 20 to the westbound carriageway of the M56, from its diverge from the M6 northbound link road to the M56 westbound and A50, to its merge with the M56 westbound;

"the third link road" means the link road leading from the northbound carriageway of the motorway at Junction 20 to the A50, from its diverge from the M6 northbound link road to the M56 westbound and the A50, to its merge with the link road from the M56 westbound to the A50;

"the fourth link road" means the link road leading to the southbound carriageway of the motorway at Junction 20 from the A50, from its diverge from the link road to the M56 eastbound to its merge with the southbound carriageway of the motorway;

"the fifth link road" means the link road leading from the eastbound carriageway of the M56 Motorway at Junction 9 to the southbound carriageway of the motorway, from its diverge from the link road to the A50 and the M6 northbound to its merge with the southbound carriageway of the motorway;

"the first slip road" means the exit slip road leading from the northbound carriageway of the motorway to Knutsford Service Area;

"the second slip road" means the entry slip road leading to the northbound carriageway of the motorway from Knutsford Service Area;

"the third slip road" means the exit slip road leading from the northbound carriageway of the motorway at Junction 19;

"the fourth slip road" means the entry slip road leading to the northbound carriageway of the motorway at Junction 19;

"the fifth slip road" means the exit slip road leading from the southbound carriageway of the motorway at Junction 19;

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

(**a**) 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.