

2011 No. 1393

ROAD TRAFFIC

**The M6 Motorway (Junctions 22-24 Northbound Carriageway
and Slip Roads) (Temporary Prohibition and Restriction of
Traffic) Order 2011**

Made - - - -

1st June 2011

Coming into force - -

3rd June 2011

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 Motorway and its slip roads, is satisfied that traffic on sections of that motorway and on two of those slip roads in District of St Helens in Merseyside and the District of Wigan 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 M6 Motorway (Junctions 22-24 Northbound Carriageway and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 3rd June 2011.

2. In this Order:

“the motorway” means the M6 Motorway between Junctions 22 and 24;

“the first length of carriageway” means the northbound carriageway of the motorway from a point 600 metres south of the centreline of Rob Lane overbridge to a point 300 metres north of the centreline of New Hall footbridge;

“the second length of carriageway” means the northbound carriageway of the motorway from a point 300 metres south of the centreline of Beeches underbridge to a point 300 metres north of the centreline of New Hall footbridge;

“the first slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 23;

“the second slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 23;

(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

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

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

“the first works period” means the following periods:

- i. over four weekends between 2100 hours on Saturdays and 0500 hours on Mondays starting on Saturday 4 June 2011 and ending on Monday 27 June 2011; and
- ii. over ten weekday nights between 2200 hours and 0500 hours during a period starting on Monday 6 June 2011 and ending on Thursday 30 June 2011.

However, work may start and continue between the same times on subsequent weekends and weekday nights for such period not exceeding 18 months as shall be required to complete the work.

“the second works period” means the following periods:

- i. over two nights on four weekends between 2100 hours on Saturdays and 0800 hours on Sundays and 2200 hours on Sundays and 0500 hours on Mondays starting on Saturday 4 June 2011 and ending on Monday 27 June 2011; and
- ii. over ten weekday nights between 2200 hours and 0500 hours during a period starting on Monday 6 June 2011 and ending on Thursday 30 June 2011.

However, work may start and continue between the same times on subsequent weekend and weekday nights for such period not exceeding 18 months as shall be required to complete the work.

“works” means bridge repair and resurfacing works on the motorway;

3. Subject as mentioned in article 7 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first length of carriageway, the first slip road or the length of hardshoulder at a speed exceeding 50 miles per hour.

4. Subject as mentioned in article 7 of this Order, during the first works period, no person shall cause or permit any motor vehicle to enter or proceed in the second slip road.

5. Subject as mentioned in article 7 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the second length of carriageway.

6. 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 length 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.

7. The provisions of articles 3, 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.

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

And nothing in articles 4 and 5 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

8. 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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1st June 2011

(a) S.I 2011/935