

2011 No. 332

ROAD TRAFFIC

**The M6 Motorway (Junctions 27-24, Southbound Carriageway
and Northbound and Southbound Slip Roads) (Temporary
Prohibition and Restriction of Traffic) Order 2011**

Made - - - - *2nd February 2011*

Coming into force - - *10th February 2011*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 Motorway and slip roads, is satisfied that traffic on sections of that motorway and on four of those slip roads in the Borough 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 27-24, Southbound Carriageway and Northbound and Southbound Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 10th February 2011.

2. In this Order:

“the motorway” means the M6 Motorway between Junctions 27-24;

“the first length of carriageway” means the southbound carriageway of the motorway from a point 490 metres north of the centreline of Miles Lane overbridge to a point 45 metres north of the centreline of Ashton Railway overbridge;

“the second length of carriageway” means the southbound carriageway of the motorway from a point 365 metres south of the centreline of Vicarage footbridge to a point 145 metres south of the centreline of Downhall Green Road overbridge;

“the first slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 26;

“the second slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 26;

“the third slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 25;

(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 fourth slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 25;

“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 one night between 2200 hours and 0500 hours during a period starting on Friday 11 February 2011 and ending on Sunday 20 February 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;

“the second works period” means three nights (in total) between 2200 hours and 0500 hours during the following periods;

- i. starting on Monday 18 April 2011 and ending on Thursday 21 April 2011; and
- ii. starting on Tuesday 3 May 2011 and ending on Saturday 7 May 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;

“the third works period” means three nights between 2200 hours and 0500 hours during a period starting on Monday 9 May 2011 and ending on Saturday 21 May 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 and maintenance works on the motorway and slip roads;

3. Subject as mentioned in article 8 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 or the length of hardshoulder at a speed exceeding 50 miles per hour.

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

5. 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 third slip road.

6. Subject as mentioned in article 8 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the fourth slip road.

7. 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.

8. The provisions of articles 3, 4, 5 and 6 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 of, or with the permission of, a police officer or traffic officer in uniform.

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

And nothing in articles 4, 5 and 6 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

Signed by authority of the Secretary of State for Transport

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A Withington
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2nd February 2011