

2013 No. 1004

ROAD TRAFFIC

The M6 Motorway (Junctions 22-24 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2013

Made - - - - *6th February 2013*

Coming into force - - *14th February 2013*

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 seven of those slip roads in the Districts of St Helens in Merseyside and 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) 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 M6 Motorway (Junctions 22-24 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 14th February 2013.

2. In this Order:

“the motorway” means the M6 Motorway;

“the first length of carriageway” means the northbound carriageway of the motorway from a point 700 metres south of the centreline of Mount South overbridge to a point 400 metres south of the centreline of Ashton overbridge;

“the second length of carriageway” means the southbound carriageway of the motorway from a point 300 metres north of the centreline of Low Bank Road overbridge to the centreline of Parkside Road overbridge;

“the third length of carriageway” means the northbound carriageway of the motorway from a point 100 metres north of the centreline of Parkside Road overbridge to a point 200 metres north of the centreline of New Hall Farm overbridge;

“the fourth length of carriageway” means the southbound carriageway of the motorway from a point 400 metres north of the centreline of New Hall Farm overbridge to a point 300 metres north of the centreline of Parkside Road overbridge;

(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 first slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 22;

“the second slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 22;

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

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

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

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

“the seventh slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 24;

“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 third length of carriageway;

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

“the works period” means periods overnight between 2100 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) starting on Friday 15 February 2013 and ending on Thursday 28 March 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 road resurfacing, joint and lining works on the motorway;

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 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 and second lengths of carriageway, the first and second lengths of hardshoulder or the first, second, third, fourth, fifth, sixth and seventh slip roads at a speed exceeding 50 miles per hour.

5. 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 third and fourth lengths of carriageway.

6. The provisions of articles 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 article 5 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.

Signed by authority of the Secretary of State for Transport

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P Elliott
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6th February 2013

(a) S.I. 2011/935.