

**2013 No. 2003**

**ROAD TRAFFIC**

**The M6 Motorway (Junctions 18 – 20 Northbound and Southbound Carriageways and Junctions 18 to 19 Northbound and Southbound Entry and Exit Slip Roads and Knutsford Service Station Exit and Entry Slips) (Temporary Prohibition and Restriction of Traffic) Order 2013**

*Made* - - - -

*19th June 2013*

*Coming into force* - -

*7th July 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 Motorway and its link and slip roads, is satisfied that traffic on sections of that motorway and on one of those link roads and on twelve of those slip roads in the Borough of Cheshire East in Cheshire 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 M6 Motorway (Junctions 18 – 20 Northbound and Southbound Carriageways and Junctions 18 to 19 Northbound and Southbound Entry and Exit Slip Roads and Knutsford Service Station Exit and Entry Slips) (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 7th July 2013.

2. In this Order:

“the motorway” means the M6 Motorway between Junctions 18 and 20;

“the first length of carriageway” means the northbound carriageway of the motorway from a point 200 metres south of the centreline of Whitening House overbridge to a point 600 metres north of the centreline of Crowley Hall overbridge;

“the second length of carriageway” means the southbound carriageway of the motorway from a point 800 metres north of the centreline of Swineyard Lane overbridge to a point 100 metres north of the centreline of Broad Lane overbridge;

“the third length of carriageway” means the northbound carriageway of the motorway from a point 200 metres south of the centreline of Brereton Lane overbridge to a point 100 metres north of the centreline of Crowley Hall 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, 2004/3258 and 2006/594

“the fourth length of carriageway” means the southbound carriageway of the motorway from a point 200 metres south of the centreline of Swineyard Lane overbridge to the centreline of River Croco underbridge;

“the link road” means the link road leading from the southbound and northbound carriageways of the motorway at Junction 20 to the A50;

“the first slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 18;

“the second slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 18;

“the third slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 18;

“the fourth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 18;

“the fifth slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 19;

“the sixth slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 19;

“the seventh slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 19;

“the eighth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 19;

“the ninth slip road” means the exit slip road leading from the southbound carriageway of the motorway at Knutsford Service area;

“the tenth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Knutsford Service area;

“the eleventh slip road” means the exit slip road leading from the northbound carriageway of the motorway at Knutsford Service Station;

“the twelfth slip road” means the entry slip road leading to the northbound carriageway of the motorway at Knutsford Service Station;

“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 2200 and 0500 hours, extending to 0700 hours on Saturday and Sunday mornings, starting on Monday 8 July 2013 and ending on Friday 30 August 2013. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

“works” means small works and general maintenance works on the motorway.

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

3. Subject as mentioned in article 6 of this Order, 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.

4. Subject as mentioned in articles 6 and 7 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first and second lengths of carriageway or the first and second lengths of hardshoulder defined in article 2 of this Order 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 twelve slip roads.

6. 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.

And nothing in articles 3, 4, and 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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*B Parker*  
Service Delivery Team Leader  
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Highways Agency

19th June 2013

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(a) S.I. 2011/935.