

2013 No. 2035

ROAD TRAFFIC

The M6 Motorway (Junctions 26-30 Northbound and Southbound Carriageways and Slip Roads) and the M61 Motorway (Junction 9 Northbound and Southbound Carriageways and Slip Roads) and the M65 (Temporary Prohibition and Restriction of Traffic) Order 2013

Made - - - - *12th August 2013*

Coming into force - - *18th August 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6, M61 and M65 Motorways and their slip roads and link roads, is satisfied that traffic on sections of those motorways, on twenty-eight of those slip roads and on three those link roads in the District of Wigan in Greater Manchester and the Districts of West Lancashire, Chorley and South Ribble in the County of Lancashire 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 26-30 Northbound and Southbound Carriageways and Slip Roads) and the M61 Motorway (Junction 9 Northbound and Southbound Carriageways and Slip Roads) and the M65 (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 18th August 2013.

2. In this Order:

“the tip of the nosing of the exit slip road” means the last point where the slip road leaves the carriageway of the M6 and M61 Motorways;

“the tip of the nosing of the entry slip road” means the first point where the slip road joins the carriageway of the M6 and M61 Motorways;

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

“the lengths of hardshoulder” means the hardshoulder adjacent to the fifth, sixth, seventh and eighth lengths of carriageway;

(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 amended by S.I. 1983/374, 1984/1479, 1992/1364.

“the first length of carriageway” means the northbound carriageway of the M6 Motorway from a point 2000 metres south of the tip of the nosing of the exit slip road at Junction 26 to a point 200 metres north of the centreline of Higher Walton Viaduct;

“the second length of carriageway” means the southbound carriageway of the M6 Motorway from a point 2000 metres north of the centreline of Higher Walton Viaduct to a point 250 metres south of the tip of the nosing of the entry slip road at Junction 26;

“the third length of carriageway” means the northbound carriageway of the M61 Motorway from a point 2000 metres south of the tip of the nosing of the exit slip road at Junction 9 to the centreline of Higher Walton Viaduct;

“the fourth length of carriageway” means the southbound carriageway of the M61 Motorway from a point 2000 metres north of the centreline of Higher Walton Viaduct to a point 250 metres south of the tip of the nosing of the entry slip road at Junction 9;

“the fifth length of carriageway” means the northbound carriageway of the M6 Motorway from a point 250 metres south of the tip of the nosing of the exit slip road at Junction 26 to a point 200 metres north of the centreline of Higher Walton Viaduct;

“the sixth length of carriageway” means the southbound carriageway of the M6 Motorway from a point 500 metres north of the centreline of Higher Walton Viaduct to a point 250 metres south of the tip of the nosing of the entry slip road at Junction 26;

“the seventh length of carriageway” means the northbound carriageway of the M61 Motorway between Junction 9 and the M6 Junction 30 from a point 250 metres south of the tip of nosing of the exit slip road at Junction 9 to the centreline of Higher Walton Viaduct;

“the eighth length of carriageway” means the southbound carriageway of the M61 Motorway between the M6 Junction 30 and Junction 9 from a point 250 metres north of the centreline of Higher Walton Viaduct to a point 250 metres south of the tip of the nosing of the entry slip road at Junction 9;

“the ninth length of carriageway” means the northbound carriageway of the M61 Motorway from the tip of the nosing of the exit slip road at Junction 9 to the first point where it merges with the northbound carriageway of the M6 Motorway;

“the tenth length of carriageway” means the southbound carriageway of the M61 Motorway from the last point where it diverges from the southbound carriageway of the M6 Motorway to the tip of the nosing of the entry slip road at Junction 9;

“the first slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 26;

“the second slip road” means the exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 26;

“the third slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 26;

“the fourth slip road” means the exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 26;

“the fifth slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 27;

“the sixth slip road” means the exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 27;

“the seventh slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 27;

“the eighth slip road” means the exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 27;

“the ninth slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 28;

“the tenth slip road” means the exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 28;

“the eleventh slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 28;

“the twelfth slip road” means the exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 28;

“the thirteenth slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 29;

“the fourteenth slip road” means the exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 29;

“the fifteenth slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 29;

“the sixteenth slip road” means the exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 29;

“the seventeenth slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 30;

“the eighteenth slip road” means the exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 30;

“the nineteenth slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 30;

“the twentieth slip road” means the exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 30;

“the twenty-first slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 31;

“the twenty-second slip road” means the exit slip road leading from the northbound carriageway of the M6 Motorway to Charnock Richard Services;

“the twenty-third slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway from Charnock Richard Services;

“the twenty-fourth slip road” means the exit slip road leading from the southbound carriageway of the M6 Motorway to Charnock Richard Services;

“the twenty-fifth slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway from Charnock Richard Services;

“the twenty-sixth slip road” means the entry slip road leading to the northbound carriageway of the M61 Motorway at Junction 9;

“the twenty-seventh slip road” means the exit slip road leading from the southbound carriageway of the M61 Motorway at Junction 9;

“the twenty-eighth slip road” means the entry slip road leading to the eastbound carriageway of the M65 Motorway at Junction 1;

“the first link road” means the dedicated link road leading from the northbound carriageway of the M6 Motorway at Junction 29 to the westbound carriageway of the M65 Motorway;

“the second link road” means the dedicated link road leading to the southbound carriageway of the M6 Motorway at Junction 29 from the westbound carriageway of the M65 Motorway;

“the third link road” means the dedicated left turn link road leading to the eastbound carriageway of the M65 Motorway at Junction 1 from the A6;

“the works period” means periods overnight between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 19 August 2013 and ending on Monday 31 March 2014. However, work 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 pavement, road marking, safety barrier, electrical re-cabling and structural works and small works on the M6, M61 and M65 Motorways and their slip and link roads.

3. Subject to as mentioned in articles 7 and 8 of this Order, during the works period, no person shall cause or permit any motor vehicle to be driven in the first, second, third and fourth lengths of carriageway, the lengths of hardshoulder as defined in article 2 of this Order or the first to twenty-first slip roads, at a speed exceeding 50 miles per hour.

4. Subject to as mentioned in article 7 of this Order, during the works period, no person shall cause or permit any motor vehicle to enter or proceed in the fifth, sixth, seventh, eighth, ninth and tenth lengths of carriageway.

5. Subject to as mentioned in article 7 of this Order, during the works period, no person shall cause or permit any motor vehicle to enter or proceed in the first to sixteenth and twenty-second to twenty-eighth slip or first, second and third link roads.

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 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.

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, ambulance services or to vehicles being used for winter maintenance purposes or anything done at the direction, or with the permission, of a constable, or a traffic officer in uniform.

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**(b)** when used in accordance with regulation 3(5) of those Regulations.

Piccadilly Gate
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Manchester
M1 2WD

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Highways Agency

12th August 2013

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

(b) S.I. 2011/935.