

2013 No. 2166

ROAD TRAFFIC

The M6 Motorway (Junctions 20-26 Northbound and Southbound Carriageways, Slip and Link Roads) and the M62 Motorway (Junction 10 Link Roads) (Temporary Prohibition and Restriction of Traffic) Order 2013

Made - - - - 21st August 2013

Coming into force - - 25th August 2013

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 and M62 Motorways and their slip and link roads, is satisfied that traffic on sections of those motorways, on twenty-six of those slip roads and on eight of those link roads in the District of St Helens in Merseyside, Warrington and Cheshire East 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 1982(b) hereby makes the following Order:-

1. This Order may be cited as the M6 Motorway (Junctions 20-26 Northbound and Southbound Carriageways, Slip and Link Roads) and the M62 Motorway (Junction 10 Link Roads) (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 25th August 2013.

2. In this Order:

“the first length of carriageway” means the northbound carriageway of the M6 Motorway from a point 800 metres north of the centreline of Massey Brook Lane New underbridge to a point 800 metres south of the centreline of Orrell Post overbridge;

“the second length of carriageway” means the southbound carriageway of the M6 Motorway from a point 200 metres south of the centreline of Spring Road underbridge to a point 600 metres south of Woolston Grange railway underbridge;

“the third length of carriageway” means the northbound carriageway of the M6 Motorway from a point 200 metres south of the centreline of Massey Brook Lane New underbridge to a point 500 metres south of the centreline of Orrell Post 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 fourth length of carriageway” means the southbound carriageway of the M6 Motorway from a point 800 metres north of the centreline of Spring Road underbridge to a point 900 metres south of Woolston Grange Railway underbridge;

“the first slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 20;

“the second slip road” means the exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 20;

“the third slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 21;

“the fourth slip road” means the exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 21;

“the fifth slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 21;

“the sixth slip road” means the exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 21;

“the seventh slip road” means the exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 22;

“the eighth slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 22;

“the ninth slip road” means the exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 22;

“the tenth slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 22;

“the eleventh slip road” means the exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 23;

“the twelfth slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 23;

“the thirteenth slip road” means the exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 23;

“the fourteenth slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 23;

“the fifteenth slip road” means the exit slip road leading from the northbound carriageway of the M6 Motorway to Rob Lane Motorway Depot;

“the sixteenth slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway from Rob Lane Motorway Depot;

“the seventeenth slip road” means the exit slip road leading from the southbound carriageway of the M6 Motorway to Rob Lane Motorway Depot;

“the eighteenth slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway from Rob Lane Motorway Depot;

“the nineteenth slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 24;

“the twentieth slip road” means the exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 24;

“the twenty-first slip road” means the exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 25;

“the twenty-second slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 25;

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

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

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

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

“the first link road” means the link road leading from the westbound carriageway of the M62 Motorway at Junction 10 to the northbound and southbound carriageways of the M6 Motorway;

“the second link road” means the link road leading from the eastbound carriageway of the M62 Motorway at Junction 10 to the northbound carriageway of the M6 Motorway, from the first point that it diverges from the link road to the M6 southbound carriageway to the last point that it merges with the link road from the M62 westbound carriageway;

“the third link road” means the link road leading from the eastbound carriageway of the M62 Motorway at Junction 10 to the northbound and southbound carriageways of the M6 Motorway;

“the fourth link road” means the link road leading from the eastbound carriageway of the M62 Motorway at Junction 10 to the southbound carriageway of the M6 Motorway, from the first point that it diverges from the link road to the M6 northbound carriageway to the last point that it merges with the M6 southbound carriageway;

“the fifth link road” means the link road leading from the northbound carriageway of the M6 Motorway at Junction 21a to the eastbound carriageway of the M62 Motorway;

“the sixth link road” means the link road leading from the southbound carriageway of the M6 Motorway at Junction 21a to the eastbound carriageway of the M62 Motorway;

“the seventh link road” means the link road leading from the northbound carriageway of the M6 Motorway at Junction 21a to the westbound carriageway of the M62 Motorway;

“the eighth link road” means the link road leading from the southbound carriageway of the M6 Motorway at Junction 21a to the westbound carriageway of the M62 Motorway;

“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 first and second lengths of carriageway;

“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 26 August 2013 and ending on Friday 20 December 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 pavement, marking, drainage, fencing, electrical, structures and associated general maintenance works on the M6 and M62 Motorways;

(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, during the works period, no person shall cause or permit any motor vehicle to enter or proceed in the first and second lengths of carriageway, the first to eighth link roads or the first to twenty-sixth slip roads.

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 third and fourth length of carriageway, the length of hardshoulder, the third to fourteenth and the nineteenth to twenty-sixth slip roads or the first to eighth link roads at a speed exceeding 50 miles per hour.

5. 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.

6. The provisions of articles 3 and 4 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 article 3 of this Order shall apply to any vehicle being used in connection with the said works or to vehicles being used for winter maintenance purposes 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.

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21st August 2013

(a) S.I 2011/935.