

2013 No. 2479

ROAD TRAFFIC

**The M6 Motorway (Junction 7 to Junction 10) (Temporary
Restriction and Prohibition of Traffic) Order 2013**

Made - - - - 13th September 2013

Coming into force - - 20th September 2013

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 Motorway (“the M6”) and connecting roads, is satisfied that traffic on lengths of that motorway and some of those connecting roads, in the City of Birmingham and the Metropolitan Borough of Walsall, should be restricted and prohibited 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 Motorways Traffic (England and Wales) Regulations 1982(b), hereby makes the following Order:-

1. This Order may be cited as the M6 Motorway (Junction 7 to Junction 10) (Temporary Restriction and Prohibition of Traffic) Order 2013 and shall come into force on 20th September 2013.

2. In this Order –

“the first length of motorway” means –

(i) the northbound carriageway of the M6 from a point 288 metres east of the centreline of the M5 northbound to M6 southbound link road underbridge (Junction 8) to a point 127 metres north of the centreline of the A461 Bescot Road/Wood Green Road roundabout northern overbridge (Junction 9); and

(ii) the southbound carriageway of the M6 from a point 139 metres south of the centreline of the A454 Black Country Route/Wolverhampton Road roundabout southern overbridge (Junction 10) to a point 115 metres south of the centreline of the A4031 Walsall Road underbridge (Junction 8);

(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 second length of motorway” means –	<ul style="list-style-type: none"> (i) the northbound carriageway of the M6 from its junction with the exit slip road at Junction 7 to its junction with entry slip road at Junction 9; (ii) the southbound carriageway of the M6 from its junction with the exit slip road at Junction 10 to its junction with the link road leading from the northbound carriageway of the M5 at Junction 8;
“the third length of motorway”	means the northbound and southbound carriageways of the M6 between a point 73 metres north of the centreline of the A4031 Walsall Road underbridge and a point 127 metres north of the centreline of the A461 Bescot;
“the first slip road”	means slip road leading to the southbound carriageway of the M6 at Junction 10 from a point 145 metres south of its roundabout junction with the A454 Black Country Route/Wolverhampton Road to its junction with the M6;
“the second slip road”	means the slip roads leading – <ul style="list-style-type: none"> (i) to the northbound carriageway of the M6 at Junction 7; (ii) from the northbound carriageway of the M6 at Junction 9; (iii) to the southbound carriageway of the M6 at Junction 9; (iv) from the southbound carriageway of the M6 at Junction 9; and (v) to the southbound carriageway of the M6 at Junction 10;
“the first link road”	means the link road – <ul style="list-style-type: none"> (i) leading from the southbound carriageway of the M6 (Junction 8) to the southbound carriageway of the M5 from its junction with the M6 to a point 165 metres south of the centreline of the A4031 Walsall Road underbridge; and (ii) the link road leading from the northbound carriageway of the M5 to the northbound carriageway of the M6 from a point 69 metres north of the centreline of the Ray Hall Lane underbridge to its junction with the M6;
“the second link road”	means any link road leading to or from the M5 at M6 Junction 8;
“the Regulations”	means the Motorways Traffic (England and Wales) Regulations 1982;
“a hard shoulder”	means the hard shoulder, within the meaning of Regulation 3(1)(e) of the Regulations, which is adjacent to the third length of motorway;

"the works period" means the period starting at 22.00 hours on Tuesday 24th September 2013 and ending when the said works have been completed;

and a reference to an article followed by a number is a reference to the article in this Order which bears that number.

3. Subject as mentioned in articles 5 and 6, no person shall, during the works period, drive any motor vehicle at a speed exceeding 50 miles per hour in the first length of motorway, the first slip road or the first link road.

4. Subject as mentioned in articles 5 and 6, no person shall, during the works period, cause or permit any vehicle to enter or proceed in the second length of motorway, the second slip road or the second link road.

5. The provisions of articles 3 and 4 shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs.

6. The provisions of:

- (a) articles 3 and 4 shall not apply to any vehicle -
 - (i) being used for police, fire brigade or ambulance purposes, or
 - (ii) proceeding at the direction of, or with the permission of, a police constable;
- (b) article 3 shall not apply to any vehicle being used for special forces purposes; and
- (c) article 4 shall not apply to any vehicle being used in connection with the said works or by, or with the permission of, a traffic officer in uniform.

7. During the works period, regulations 5 and (in so far as it relates to a vehicle being driven) 9 of the Regulations are hereby suspended in respect of a hard shoulder, at such times and to such extent as may from time to time be indicated by traffic signs.

Signed by authority of the Secretary of State

13th September 2013

V. Bennett
A Team Leader
in the Highways Agency