

**2013 No. 2707**

**ROAD TRAFFIC**

**The M6 Motorway (Junctions 16-20 Northbound and Southbound Carriageways and Slip Roads), Sandbach and Knutsford Service Areas (Temporary Prohibition and Restriction of Traffic) Order 2013**

*Made*        -   -   -   -                      *15th October 2013*  
*Coming into force*   -   -                      *20th October 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 sixteen of those slip roads in Cheshire East, Cheshire West and Chester and Warrington 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) & (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 16-20 Northbound and Southbound Carriageways and Slip Roads), Sandbach and Knutsford Service Areas (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on the 20th October 2013.

2. In this Order:

“the motorway” means the M6 Motorway between Junctions 16 and 20;

“the tip of the nosing of the exit slip road” means the last point where the slip road leaves the carriageway of the motorway;

“the tip of the nosing of the entry slip road” means the first point where the slip road joins the carriageway of the motorway;

“works” means concrete barrier works on the motorway and works associated with Phase 1 of the M6 Junctions 16 to 20 Managed Motorway Scheme;

“the first length of carriageway” means the northbound carriageway of the motorway from a point 3830 metres south of the centreline of the M6 Junction 16 Interchange South underbridge to a point 1800 metres north of the centreline of Oldhall Lane overbridge;

“the second length of carriageway” means the southbound carriageway of the motorway from a point 3300 metres north of Oldhall Lane overbridge to a point 2330 metres south of the centreline of the M6 Junction 16 Interchange South underbridge;

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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

“the third length of carriageway” means the northbound carriageway of the motorway from a point 2830 metres south of the centreline of the M6 Junction 16 Interchange South underbridge to a point 1300 metres north of Oldhall Lane overbridge;

“the fourth length of carriageway” means the southbound carriageway of the motorway from a point 2300 metres north of Oldhall Lane overbridge to a point 1830 metres south of the centreline of the M6 Junction 16 Interchange South underbridge;

“the fifth length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 16 to the tip of the nosing of the entry slip road at Junction 16;

“the sixth length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 17 to the tip of the nosing of the entry slip road at Junction 17;

“the seventh length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 18 to the tip of the nosing of the entry slip road at Junction 18;

“the eighth length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 19 to the tip of the nosing of the entry slip road at Junction 19;

“the ninth length of carriageway” means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 19 to the tip of the nosing of the entry slip road at Junction 19;

“the tenth length of carriageway” means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 18 to the tip of the nosing of the entry slip road at Junction 18;

“the eleventh length of carriageway” means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 17 to the tip of the nosing of the entry slip road at Junction 17;

“the twelfth length of carriageway” means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 16 to the tip of the nosing of the entry slip road at Junction 16;

“the thirteenth length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 16 to the tip of the nosing of the entry slip road at Junction 17;

“the fourteenth length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 17 to the tip of the nosing of the entry slip road at Junction 18;

“the fifteenth length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 18 to the tip of the nosing of the entry slip road at Junction 19;

“the sixteenth length of carriageway” means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 19 to the tip of the nosing of the entry slip road at Junction 18;

“the seventeenth length of carriageway” means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 18 to the tip of the nosing of the entry slip road at Junction 17;

“the eighteenth length of carriageway” means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 17 to the tip of the nosing of the entry slip road at Junction 16;

“the first slip roads” means the exit and entry slip roads leading from and to the northbound carriageway at Junction 16;

“the second slip roads” means the exit and entry slip roads leading from and to the southbound carriageway at Junction 16;

“the third slip roads” means the exit and entry slip roads leading from and to the northbound carriageway at Junction 17;

“the fourth slip roads” means the exit and entry slip roads leading from and to the southbound carriageway at Junction 17;

“the fifth slip roads” means the exit and entry slip roads leading from and to the northbound carriageway at Junction 18;

“the sixth slip roads” means the exit and entry slip roads leading from and to the southbound carriageway at Junction 18;

“the seventh slip roads” means the exit and entry slip roads leading from and to the northbound carriageway at Junction 19;

“the eighth slip roads” means the exit and entry slip roads leading from and to the southbound carriageway at Junction 19;

“the ninth slip roads” means the exit and entry slip roads leading from and to the northbound carriageway of the motorway at Sandbach Service Area;

“the tenth slip roads” means the exit and entry slip roads leading from and to the southbound carriageway of the motorway at Sandbach Service Area;

“the eleventh slip roads” means the exit and entry slip roads leading from and to the northbound carriageway of the motorway at Knutsford Service Area;

“the twelfth slip roads” means the exit and entry slip roads leading from and to the southbound carriageway of the motorway at Knutsford Service Area;

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

“overall width” has the meaning given in regulation 3 (2) of the Road Vehicles (Construction and Use) Regulations 1986 (b);

“the lengths of hardshoulder” means the hardshoulders adjacent to the third and fourth lengths of carriageway;

“the first works period” means a period starting at 2200 hours on Monday 21 October 2013 and ending at 0500 hours on Friday 31 October 2014. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work.

“the second works period” means periods overnight between 2200 hours and 0500 hours (continuing to 0800 hours on Saturday and Sunday mornings) during a period starting on Friday 21 October 2013 and ending on Friday 31 October 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;

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

(b) S.I. 1986/1078 to which there are amendments not relevant to this Order.

**3.** Subject as mentioned in articles 8 and 9 of this Order no person shall, during the first works period, cause or permit any motor vehicle to be driven at a speed exceeding 50 miles per hour in the first or second lengths of carriageway, the first to eighth slip roads or in the lengths of hardshoulder defined in article 2 of this Order.

**4.** Subject as mentioned in article 8 of this Order no person shall, during the first works period, cause or permit any motor vehicle with an overall width exceeding 3 metres (9 feet 10 inches) to enter or proceed in lanes 1 and 3 of the third or fourth lengths of carriageway, as indicated by traffic signs.

**5.** Subject as mentioned in article 8 of this Order no person shall, during the first works period, cause or permit any motor vehicle with an overall width exceeding 3.25 metres (10 feet 7 inches) to enter or proceed in lane 2 of the third or fourth lengths of carriageway, as indicated by traffic signs.

**6.** Subject as mentioned in article 8 of this Order no person shall, during the second works periods, cause or permit any motor vehicle to enter or proceed in the third to eighteenth lengths of carriageway, or in the first to twelfth slip roads.

**7.** 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.

**8.** The provisions of articles 3, 4, 5 and 6 of this Order shall apply only at such times and to such extent as shall from time to time be indicated by traffic signs and shall not apply to any vehicle being used for emergency purposes by the police, fire and rescue or ambulance services or to any vehicle proceeding at the direction, or with the permission, of a constable, or traffic officer in uniform.

Nothing in articles 3, 4, 5 and 6 of this Order shall apply to vehicles being used in connection with the works, or to vehicles being used for winter maintenance purposes or by traffic officers.

**9.** No speeds limit imposed by this Order applies to vehicles falling within regulations 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.

Signed by authority of the Secretary of State for Transport

Piccadilly Gate  
Store Street  
Manchester  
M1 2WD

*B Parker*  
Service Delivery Team Leader  
Network Delivery & Development Directorate  
Highways Agency

15th October 2013

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**(a)** S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364  
**(b)** S.I. 2011/935.