

**2013 No. 3310**

**ROAD TRAFFIC**

**The M6 Motorway (Junctions 33-35 Northbound and Southbound Carriageways and Junction 34 Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2013**

*Made* - - - - *24th December 2013*

*Coming into force* - - *12th January 2014*

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 four of those slip roads in the District of Lancaster 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<sup>(a)</sup> hereby makes the following Order:-

1. This Order may be cited as the M6 Motorway (Junctions 33-35 Northbound and Southbound Carriageways and Junction 34 Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 12th January 2014.

2. In this Order:

“the motorway” means the M6 Motorway between Junctions 33-35;

“the first length of carriageway” means the southbound carriageway of the motorway from the centreline of Foundry Lane overbridge to the centreline of Grimshaw Lane overbridge;

“the second length of carriageway” means the northbound carriageway of the motorway from the centreline of Grimshaw Lane overbridge to a point 550 metres south of the centreline of Cole Wood occupation overbridge

“the first slip road” means the slip road leading from the northbound carriageway of the motorway at Junction 34;

“the second slip road” means the slip road leading to the northbound carriageway of the motorway at Junction 34;

“the third slip road” means the slip road leading from the southbound carriageway of the motorway at Junction 34;

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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 fourth slip road” means the slip road leading to the southbound carriageway of the motorway at Junction 34;

“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 second length of carriageway;

“the first works period” means a period starting at 0001 hours on Monday 13 January 2014 and ending at 2400 hours on Monday 3 February 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 2000 hours and 0600 hours during a period starting on Saturday 18 January 2014 and ending on Monday 20 January 2014. 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;

“the third works period” means periods overnight between 2000 hours and 0600 hours during a period starting on Saturday 25 January 2014 and ending on Monday 27 January 2014. 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 resurfacing and road marking renewal works on the motorway.

**3.** 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.

**4.** Subject as mentioned in articles 8 and 9 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, the length of hardshoulder or the first, second, third and fourth slip roads at a speed exceeding 50 miles per hour.

**5.** Subject as mentioned in article 8 of this Order, during the first works period, no person shall cause or permit any motor vehicle to enter or proceed in the second length of carriageway

**6.** Subject as mentioned in article 8 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the fourth slip road.

**7.** Subject as mentioned in article 8 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the first slip road.

**8.** The provisions of articles 4, 5, 6 and 7 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.

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

And nothing in articles 5, 6 and 7 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

**9.** 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<sup>(a)</sup> 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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*R Baldwin*  
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24th December 2013

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<sup>(a)</sup> S.I. 2011/935.