

“the first slip road” means the exit slip road leading from the clockwise carriageway of the motorway at Junction 26;

“the second slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 26;

“the third slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 27;

“the fourth slip road” means the exit slip road leading from the clockwise carriageway of the motorway at Junction 1.

“the fifth slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 1;

“the sixth slip road” means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 27;

“the seventh slip road means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 25;

“the first length of carriageway” means the clockwise carriageway of the motorway from a point 440 metres north of the tip of the nosing of the exit slip road at Junction 24 to a point 270 metres north of the tip of the nosing of the exit slip road at Junction 26;

“the second length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 25 to the tip of the nosing of the entry slip road at Junction 26;

“the third length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 26 to the tip of the nosing of the entry slip road at Junction 1;

“the fourth length of carriageway” means the anticlockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 1 to the tip of the nosing of the entry slip road at Junction 25;

“the fifth length of carriageway” means the anticlockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 27 to the tip of the nosing of the entry slip road at Junction 25;

“the sixth length of carriageway” means the clockwise carriageway of the motorway from a point 400 metres south of the tip of the nosing of the entry slip road at Junction 24 to a point 230 metres north of the tip of the nosing of the exit slip road at Junction 25;

“the length of hardshoulder” means the hardshoulder adjacent to the sixth length of carriageway.

3. 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 first length of carriageway or the length of hardshoulder at a speed exceeding 50 miles per hour.
4. Subject as mentioned in article 6 of this Order no person shall, during the works period, cause or permit any motor vehicle to enter or proceed in the second, third, fourth and fifth lengths of carriageways or the first, second, third, fourth, fifth, sixth and seventh slip roads.

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 hard shoulder 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 article 3 and 4 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, vehicles being used in connection with the works, or by traffic officers, or to any vehicle proceeding at the direction, or with the permission, of a constable, or a traffic officer in uniform..
7. No speed 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

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11th February 2014

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