

2014 No. 2546

ROAD TRAFFIC

The M6 Motorway (Junctions 16-18 Northbound and Southbound Carriageways and Slip Roads) and Sandbach Service Area (Temporary Prohibition and Restriction of Traffic) (No.2) Order 2014

Made - - - - *9th September 2014*

Coming into force - - *11th September 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 nine of those slip roads in Cheshire East 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 16-18 Northbound and Southbound Carriageways and Slip Roads) and Sandbach Service Area (Temporary Prohibition and Restriction of Traffic) (No.2) Order 2014 and shall come into force on the 11th September 2014.

2. In this Order;

“the motorway” means the M6 Motorway between Junctions 16 and 18;

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

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

“the first 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 a point 260 metres north of the centreline of Barthomley interchange north underbridge;

“the second length of carriageway” means the southbound carriageway of the motorway from a point 210 metres south of the centreline of Bostock House overbridge to a point 190 metres south of the centreline of Ragged Castle 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

“the third length of carriageway” means the northbound carriageway of the motorway from a point 260 metres north of the centreline of Barthomley interchange north underbridge to a point 155 metres south of the centreline of Moss Farm overbridge;

“the fourth length of carriageway” means the southbound carriageway of the motorway from a point 190 metres south of the centreline of Ragged Castle overbridge to the tip of the nosing of the exit slip road at Junction 16;

“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 from the Sandbach Service Area;

“the sixth 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 16;

“the seventh length of carriageway” means the northbound carriageway of the motorway from a point 170 metres north of the centreline of Flash House overbridge to a point 30 metres north of the centreline of Nursery Lane overbridge;

“the eighth length of carriageway” means the southbound carriageway of the motorway from a point 130 metres north of the centreline of Nursery Lane overbridge to a point 270 metres north of the centreline of Flash House overbridge;

“the ninth length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the entry slip road from Sandbach Service Area to the tip of the nosing of the entry slip road at Junction 17;

“the tenth length of carriageway” means the northbound carriageway of the motorway from a point 410 metres south of the centreline of Nursery Lane overbridge to a point 70 metres north of the centreline of Radway Green Road overbridge;

“the eleventh length of carriageway” means the southbound carriageway of the motorway from a point 70 metres north of the centreline of Radway Green Road overbridge to a point 410 metres south of the centreline of Nursery Lane overbridge;

“the first slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 16;

“the second slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 16;

“the third slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 17;

“the fourth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 17;

“the fifth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 18;

“the sixth slip road” means the exit slip road leading from the northbound carriageway of the motorway to Sandbach Service Area;

“the seventh slip road” means the entry slip road leading to the northbound carriageway of the motorway from Sandbach Service Area;

“the eighth slip road” means the exit slip road leading from the southbound carriageway of the motorway to Sandbach Service Area;

“the ninth slip road” means the entry slip road leading to the southbound carriageway of the motorway from Sandbach Service Area;

“works” means bridge, resurfacing and associated works on the motorway;

“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 hardshoulder adjacent to the seventh and eighth lengths of carriageway;

“the first works period” means periods overnight between 2200 hours and 0700 hours (ending at 0500 hours on weekday mornings) during a period starting on Friday 12th September 2014 and ending on Sunday 19th October 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 second works period” means periods overnight between 2000 hours and 0700 hours (ending at 0500 hours on weekday mornings) during a period starting on Friday 12th September 2014 and ending on Sunday 19th October 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 a period starting at 0001 hours on Friday 12th September 2014 and ending at 2359 hours on Sunday 19th 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.

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 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.

4. Subject as mentioned in article 11 of this Order no person shall, during the first works period, cause or permit any motor vehicle to enter or proceed in the fifth, sixth, seventh, eighth and ninth lengths of carriageway.

5. Subject as mentioned in article 11 of this Order no person shall, during the second works period, cause or permit any motor vehicle to enter or proceed in the first, second, third, fourth, fifth, sixth, seventh, eighth and ninth slip roads.

6. Subject as mentioned in articles 11 and 12 of this Order no person shall, during the third works period, cause or permit any motor vehicle to be driven at a speed exceeding 50 miles per hour in the first and second lengths of carriageway or the first slip road.

7. Subject as mentioned in articles 11 and 12 of this Order no person shall, during the third works period, cause or permit any motor vehicle to be driven at a speed exceeding 40 miles per hour in the third and fourth lengths of carriageway, the second slip road or the lengths of hardshoulder.

8. Subject as mentioned in article 11 of this Order no person shall, during the third works period, cause or permit any motor vehicle with an overall width exceeding 1.95 metres (6 feet 6 inches) to enter or proceed in the seventh and eighth lengths of carriageway.

(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.

9. Subject as mentioned in article 11 of this Order no person shall, during the third works period, cause or permit any motor vehicle to enter or proceed in the tenth and eleventh lengths of carriageway.

10.

1. During such times as pursuant to article 11 of this Order, during the third works period movement of traffic is prohibited in one or more lanes of the tenth length of carriageway but is not prohibited in any lane of the eleventh length of carriageway, no person shall cause or permit any motor vehicle to enter or proceed in one or more lanes of the eleventh length of carriageway in any direction other than northbound;

2. During such times as pursuant to article 11 of this Order, during the third works period movement of traffic is prohibited in one or more lanes of the eleventh length of carriageway but is not prohibited in any lane of the tenth length of carriageway, no person shall cause or permit any motor vehicle to enter or proceed in one or more lanes of the tenth length of carriageway in any direction other than southbound.

3. When pursuant to article 11 of this Order, movement is prohibited in one or more lanes of a carriageway but is prohibited in any lane of the corresponding length of the other carriageway. The provisions of this article with respect to that other carriageway shall apply to that length of carriageway.

11. The provisions of articles 4, 5, 6, 7, 8, 9 and 10 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 of, or with the permission, of a constable, or a traffic officer in uniform.

And nothing in articles 4, 5, 8 and 9 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

12. 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.

Signed by authority of the Secretary of State for Transport

Piccadilly Gate
Store Street
Manchester
M1 2WD

R Baldwin
Service Delivery Team Leader
Network Delivery & Development Directorate
Highways Agency

9th September 2014

(a) S.I. 2011/935