

**2014 No. 3410**

**ROAD TRAFFIC**

**The M6 Motorway (Junctions 27-29 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014**

*Made* - - - - *19th November 2014*

*Coming into force* - - *4th December 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 Districts of Chorley and South Ribble 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) 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 (Junctions 27-29 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 4th December 2014.

2. In this Order:

“the motorway” means the M6 Motorway between Junctions 27 and 29;

“the first length of carriageway” means the southbound carriageway of the motorway from a point 200 metres south of the centreline of Cuerden Hall Bridge to a point 100 metres south of the centreline of Clayton Farm Bridge;

“the second length of carriageway” means the northbound carriageway of the motorway from the centreline of Runshaw Lane overbridge to a point 200 metres north of the centreline of Heald House overbridge;

“the third length of carriageway” means the southbound carriageway of the motorway from the centreline of Hole House Interchange Bridge (at Junction 28) to a point 300 metres south of the centreline of Crow Orchard South Bridge (at Junction 27);

“the fourth length of carriageway” means the northbound carriageway of the motorway from the centreline of Crow Orchard Road North Bridge (at Junction 27) to a point 150 metres north of the centreline of Hole House Interchange Bridge (at Junction 28);

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(a) 1984 c.27; a new section 14 was submitted by the Road Traffic (Temporary Restrictions) Act 1991 (c26), 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 fifth length of carriageway” means the southbound carriageway of the motorway from a point 200 metres north of the centreline of Heald House Interchange Bridge to a point 100 metres south of the centreline of Clayton Farm Bridge;

“the sixth length of carriageway” means the northbound carriageway of the motorway from a point 200 metres south of the centreline of Clayton Farm Bridge to a point 200 metres north of the centreline of Heald House Bridge;

“the seventh length of carriageway” means the southbound carriageway of the motorway from a point 150 metres north of the centreline of Hole House Interchange Bridge to a point 100 metres south of the centreline of Clayton Farm Bridge;

“the eighth length of carriageway” means the northbound carriageway of the motorway from a point 200 metres south of the centreline of Clayton Farm Bridge to a point 200 metres north of the centreline of Heald House Bridge;

“the first slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 28;

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

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

“the fourth slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 28;

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

“the first length of hardshoulder” means the hardshoulder adjacent to the fifth length of carriageway;

“the second length of hardshoulder” means the hardshoulder adjacent to the sixth length of carriageway;

“the third length of hardshoulder” means the hardshoulder adjacent to the first slip road;

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

“the first works period” means seven weekends between 2000 hours on Fridays and 0600 hours on Mondays during a period starting on Friday 5th December 2014 and ending on Monday 16th February 2015. 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 of three nights on seven weekends, starting on Fridays, between 2000 hours and 0900 hours (Saturday and Sunday mornings), and ending at 0600 hours on Monday mornings, during a period starting on Friday 5th December 2014 and ending on Monday 16th February 2015. 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;

“the third works period” means periods of three nights on seven weekends between 2200 hours and 0600 hours during a period starting on Friday 5th December 2014 and ending on Monday 16th February 2015. However, work may start and continue between the same times on

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(a) S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364, 1984/1479, 1995/158, 1996/3053, 2004/3258 and 2006/594.

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

subsequent nights or continue overnight until completed, for such period not exceeding 18 months as shall be required to complete the work;

“works” means bridge and associated 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 first, second and third 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 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 or the first, second and third lengths of hardshoulder 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 with an overall width exceeding 2.75 metres (9 feet 0 inches) or 3.0 metres (9 feet 10 inches) to enter or proceed in a lane of the seventh and eighth lengths of carriageway, as indicated by traffic signs.

**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 first 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 third and fourth lengths of carriageway or the second, third and fourth slip roads.

**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.

And nothing in articles 5, 6 and 7 of this Order shall apply to any vehicle being used in connection with the said works, for winter maintenance purposes, 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(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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*R Baldwin*  
Service Delivery Team Leader  
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19th November 2014

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(a) S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364, 1984/1479, 1995/158, 1996/3053, 2004/3258 and 2006/594.

(b) S.I. 2011/935.