

2015 No. 167

ROAD TRAFFIC

The M6 Motorway (Junctions 16-18 Northbound and Southbound Carriageways and Slip Roads) and Sandbach Area (Temporary Prohibition and Restriction of Traffic) Order 2015

Made - - - - *6th January 2015*

Coming into force - - *23rd January 2015*

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 eleven 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) 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 16-18 Northbound and Southbound Carriageways and Slip Roads) and Sandbach Service Area (Temporary Prohibition and Restriction of Traffic) Order 2015 and shall come into force on 23rd January 2015.

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 from a point 278 metres south of the centreline of Day Green Road Bridge to a point 669 metres south of the centreline of Brindley Lane Bridge;

“the second length of carriageway” means the southbound carriageway from a point 475 metres south of the centreline of Brindley Lane Bridge to a point 390 metres north of the centreline of Day Green Road Bridge;

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

(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
(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 fourth 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 fifth length of carriageway “ means the northbound carriageway of the motorway from a point 215 metres north of the centreline of Hassall Green Road Bridge to a point 331 metres south of the centreline of Newcastle Road Bridge;

“the sixth length of carriageway “ means the southbound carriageway of the motorway from a point 432 metres south of the centreline of Newcastle Road Bridge to a point 528 metres south of the centreline of Malkins Bank Lane Bridge;

“the seventh length carriageway” means the northbound carriageway of the motorway from a point 178 metres south of the centreline of Church Lane Bridge to a point 972 metres south of the centreline of Brindley Lane Bridge;

“the eighth length carriageway” means the southbound carriageway of the motorway from a point 1071 metres south of the centreline of Brindley Lane Bridge to a point 182 metres south of the centreline of Church Lane overbridge;

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

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

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

“the fourth slip road” means the exit slip road leading from the northbound 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 Sandbach Services;

“the sixth slip road” means the exit slip road leading from the southbound carriageway of the motorway at Sandbach Services;

“the seventh slip road” means the entry slip road leading to the northbound carriageway of the motorway at Sandbach Services;

“the eighth slip road” means the exit slip road leading from the northbound carriageway of the motorway at Sandbach Services;

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

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

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

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

“the lengths of hardshoulder” means the hardshoulder adjacent to the fifth, sixth, seventh and eighth lengths of carriageway;

(a) S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3168, 2004/3258 and 2006/594.

“the first works period” means a period starting at 2200 hours on Saturday 24th January 2014 and ending at 0500 hours on Tuesday 5th May 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 overnight between 2200 hours and 0500 hours during a period starting on Saturday 24 January 2015 and ending on Tuesday 5th May 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 overnight between 2000 hours and 0500 hours during a period starting on Saturday 24 January 2015 and ending on Tuesday 5th May 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;

“works” means to enable bridge and associated works.

3. 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 first, second, third, fourth, fifth, sixth, seventh and eighth slip roads, or lengths of hardshoulder at a speed exceeding 50 miles per hour.

4. Subject as mentioned in article 8 this Order, during the first works period, no person shall cause or permit any motor vehicle with an overall width exceeding 2.0 metres (6 feet 6 inches) to enter or proceed in a lane of the fifth, sixth, seventh and eighth lengths of carriageway.

5. Subject as mentioned in article 8 this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the third and fourth lengths of carriageways.

6. 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, second, fourth, fifth, sixth, seventh, eighth, ninth, tenth and eleventh 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 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.

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

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(a) 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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6th January 2015