

2011 No. 2996

ROAD TRAFFIC

The M6 Motorway (Junctions 16-19 Northbound and Southbound Carriageways and Junction 18 Northbound Entry and Southbound Exit Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011

Made - - - - *6th December 2011*
Coming into force - - *8th December 2011*

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 two 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) and (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 16-19 Northbound and Southbound Carriageways and Junction 18 Northbound Entry and Southbound Exit Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 8th December 2011.

2. In this Order:

“the motorway” means the M6 Motorway between Junctions 16 and 19;

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

“the tip of the nosing of the entry slip road” means the first point where the slip road joins the carriageway of the motorway

“the first length of carriageway” means the northbound carriageway of the motorway from a point 4.4 kilometres south of the tip of the nosing of the exit slip road at Junction 17 to a point 2.9 kilometres south of the tip of the nosing of the exit slip road at Junction 17;

“the second length of carriageway” means the southbound carriageway of the motorway from a point 2.8 kilometres south of the tip of the nosing of entry slip road at Junction 17 to a point 4.3 kilometres south of 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

“the third length of carriageway” means the northbound carriageway of the motorway from a point 0.46 kilometres south of the tip of the nosing of the entry slip road at Junction 18 to a point 0.34 kilometres north of the tip of the nosing of the entry slip road at Junction 18;

“the fourth length of carriageway” means the southbound carriageway of the motorway from a point 0.2 kilometres north of the tip of the nosing of the exit slip road at Junction 18 to a point 0.6 kilometres south of the tip of the nosing of the exit slip road at Junction 18;

“the fifth length of carriageway” means the northbound carriageway of the motorway from a point 4.6 kilometres south of the tip of the nosing of the exit slip road at Junction 17 to a point 2.7 kilometres south of the tip of the nosing of the exit slip road at Junction 17;

“the sixth length of carriageway” means the southbound carriageway of the motorway from a point 2.6 kilometres south of the tip of the nosing of the entry slip road at Junction 17 to a point 4.5 kilometres south of the tip of the nosing of the entry slip road at Junction 17;

“the seventh length of carriageway” means the northbound carriageway of the motorway from a point 0.66 kilometres south of the tip of the nosing of the entry slip road at Junction 18 to a point 0.54 kilometres north of the tip of the nosing of the entry slip road at Junction 18;

“the eighth length of carriageway” means the southbound carriageway of the motorway from a point 0.4 kilometres north of the tip of the nosing of the exit slip road at Junction 18 to a point 0.8 kilometres south of the tip of the nosing of the exit slip road at Junction 18;

“the ninth length of carriageway” means the northbound carriageway of the motorway from a point 6 kilometres south of the tip of the nosing of the exit slip road at Junction 17 to a point 2.5 kilometres south of the tip of the nosing of the exit slip road at Junction 17;

“the tenth length of carriageway” means the southbound carriageway of the motorway from a point 1.2 kilometres south of the tip of the nosing of the entry slip road at Junction 17 to a point 4.7 kilometres south of the tip of the nosing of the entry slip road at Junction 17;

“the eleventh length of carriageway” means the northbound carriageway of the motorway from a point 0.9 kilometres south of the tip of the nosing of the exit slip road at Junction 18 to a point 0.74 kilometres north of the tip of the nosing of the entry slip road at Junction 18;

“the twelfth length of carriageway” means the southbound carriageway of the motorway from a point 1.8 kilometres north of the tip of the nosing of the exit slip road at Junction 18 to a point 1 kilometre south of the tip of the nosing of the exit slip road at Junction 18;

“the first slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 18;

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

“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 seventh length of carriageway;

“the fourth length of hardshoulder” means the hardshoulder adjacent to the eighth length of carriageway;

“the works period” means 20 nights between 2200 hours and 0500 hours during a period starting on Friday 9 December 2011 and ending on Friday 27 January 2012. 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 replacement bridge joint works on the motorway;

3. Subject as mentioned in article 6 of this Order, during the works period, no person shall cause or permit any motor vehicle to enter or proceed in the first, second, third and fourth lengths of carriageway or the first and second slip roads.

4. 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 ninth, tenth, eleventh and twelfth lengths of carriageway or the first, second, third and fourth lengths of hardshoulder at a speed exceeding 50 miles per hour.

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 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.

6. The provisions of articles 3 and 4 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 article 3 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

7. 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.

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6th December 2011

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