

**2011 No. 2045**

**ROAD TRAFFIC**

**The M6 Motorway (Junctions 24-29 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011**

*Made* - - - - *17th August 2011*

*Coming into force* - - *21st August 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 thirteen of those slip roads in the District of Wigan in Greater Manchester and the Districts of West Lancashire, 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) and (7) of the Road Traffic Regulation Act 1984<sup>(a)</sup> hereby makes the following Order:-

1. This Order may be cited as the M6 Motorway (Junctions 24-29 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 21st August 2011.

2. In this Order:

“the motorway” means the M6 Motorway between Junctions 24 and 29;

“the first length of carriageway” means the northbound carriageway of the motorway from a point 1515 metres south of the centreline of Winstanley Park Railway Bridge to a point 100 metres north of the centreline of the B5256 Leyland Way underbridge;

“the second length of carriageway” means the southbound carriageway of the motorway from a point 20 metres north of the centreline of the A5083 Lydiat Lane overbridge to a point 50 metres south of the centreline of the B5207 Downall Green Road overbridge;

“the third length of carriageway” means the northbound carriageway of the motorway from a point 615 metres south of the centreline of Winstanley Park Railway Bridge to a point 300 metres south of the centreline of the B5256 Leyland Way underbridge;

“the fourth length of carriageway” means the southbound carriageway of the motorway from a point 300 metres south of the centreline of the B5256 Leyland Way underbridge to a point 350 metres north of the centreline of the B5207 Downall Green Road overbridge;

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(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 first slip roads” means the exit and entry slip roads leading from and to the northbound carriageway of the motorway at Junction 26;

“the second slip roads” means the exit and entry slip roads leading from and to the southbound carriageway of the motorway at Junction 26;

“the third slip roads” means the exit and entry slip roads leading from and to the northbound carriageway of the motorway at Junction 27;

“the fourth slip roads” means the exit and entry slip roads leading from and to the southbound carriageway of the motorway at Junction 27;

“the fifth slip roads” means the exit and entry slip roads leading from and to the northbound carriageway of the motorway at Junction 28;

“the sixth slip roads” means the exit and entry slip roads leading from and to the southbound carriageway of the motorway at Junction 28;

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

“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 third and fourth lengths of carriageway;

“the works period” means periods overnight between 2200 hours and 0500 hours during a period starting on Monday 22 August 2011 and ending on Friday 16 September 2011. 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 replacement safety barrier and resurfacing 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 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 6 of this Order, during the works period, no person shall cause or permit any motor vehicle to be driven in the first or second lengths of carriageway or the lengths of hardshoulder at a speed exceeding 50 miles per hour.

**5.** 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 third or fourth lengths of carriageway or the first, second, third, fourth, fifth or sixth slip roads or the seventh slip road.

**6.** The provisions of articles 4 and 5 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 5 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

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

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(a) when used in accordance with regulation 3(5) of those Regulations.

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*A Withington*  
Service Delivery Team Leader  
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17th August 2011

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(a) S.I. 2011/935.